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Effective: 17-December-2009 Expires: 14-January-2010

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TX Min Rdr#3 -16 BFE 263 F05 - 1820 22 F14 TX Min TO#2 **BGD** 247 - 1853 TX Min **TO#3** 30 BIF 706 F17 295 TX Min TO#5 39 258 **F35** 908 BKD F41 00R - 1505 BKS 700 699 07F 907 280 F44 164 BMQ 0F2 251 BMT 219 F46 - 1684 - 1871

F51 11R 259 **BPG** 240 15F 965 223 **F53** - 1615 BPT 1X1 973 **BRO** 265 F56 - 1768 23R 676 BWD 272 F98 1664 2E3 947 BYY 194 **FST** 726 2F5 - 1459 CDS 298 FTW 764 2F7 318 CFD 277 **FWS** 2R9 - 1396 CLL 308 **GDJ** 2T1 - 1617 CNW - 1834 GGG **3F6** - 1645 COM 307 **GKY**

793 911 - 1511 136 3F9 - 1602 COT 356 GLE 3R9 167 CPT 300 GLS **3T5** - 1424 CRP 319 GNC 41F 703 CRS 350 **GPM**

852 855 - 1749 914 45R - 1422 CVB 293 GRK 715 4F2 290 CWC - 1851 GTU 895 50F 730 CXO 1010 GVT 939 50R - 1509 CZT 288 GYB 903

51R - 1541 DAL 398 GYI - 1753 54T 198 DFW 507 H70 - 1772 5C1 - 1699 DHT 363 **HBV** 966 **5T9** 683 DKR 359 HDO 976 60F - 1751 632 286 DLF HHF

60R - 1623 DRT 645 HLR 709 305 650 HOU 6R3 DTO - 1161 77F - 1872 DUX 678 **HPY** 210

7F3 283 DWH 1046 HQZ 1557 HRL 8**F**3 361 DYS 54 952 **8T6** 893 E01 - 1609 HRX 971

E11 102 ABI 45 HYI - 1745 - 1216

E41

E42

EBG

ECU

EFD

ELA

ELP

70

239

687

1682

1083

680

689

- 1765

ILE

INJ

INK

IWS

JAS

JCT

JDD

JSO

- 1402

- 1868

- 1276

- 1391

- 1394

- 1603

- 1389

974

ACT - 1826 E19 948 IAH - 1407 192 IKG

ADS 366 E30 AFW 733 E38

65

72

- 1506

- 1845

- 1547

165

172

ALI

AMA

AQO

ARM

ASL

ATA

AUS

Kindle-DX Index; by AptID

RBD

RBO RFI

RKP

RND

RPH RWV

RYW SAT 4491677

968

2851458

- 1679

- 1796 - 909

- 1701



INSTRUMENT APPROACH PROCEDURE CHARTS

AIFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate AirportMinimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ABILENE, TX	
ABILENE RGNL	ILS or LOC Rwy 35R1
	LOC BC Rwy 17L ²
	RNAV (GPS) Rwy 223
	VOR Rwy 223
¹ ILS, Category E, 3 800-2¼.	700-21/4. LOC, Category E,
² Category E, 800-2	21/4
³ NA when local we	
THE THIRD THE COURT HE	and not available
AMARILLO, TX	
RICK HUSBAND	
AMARILLO INTL	ILS Rwy 4 ¹³
	LDA/DME Rwy 22 ²³
	NDB Rwy 4 ³
	RADAR-134
	VOR/DME Rwy 13⁴
	VOR/DME Rwy 22⁴
	VOR/DME Rwy 31⁴
	VOR/DME A⁴
¹ ILS, Category D, 7	00-2;Category E, 900-3.
LOC, Category E,	
² LDA/GS, Category	D, 700-2; Category E, 900-

ARLI	NGT	т ис	Y

ARLINGTON MUNI .. ILS or LOC/DME Rwy 34¹ RNAV (GPS) Rwy 34² VOR /DME Rwy 34²

3. LDA. Category E. 900-3.

³NA when control tower closed. ⁴Category E, 900-3.

NAME	ALTERNATE MINIMUMS
BIG SPRING, TX	
BIG SPRING MC M	AHON-
WRINKLE	RNAV (GPS) Rwy 17
	RNAV (GPS) Rwy 35
	VOR/DME Rwy 17
	VOR/DME Rwy 35

BORGER, TX

HUTCHINSON

COUNTY RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35

VOR Rwy 17 VOR /DME Rwy 35

NA when local weather not available.

NA when local weather not available

CANADIAN, TX

HEMPHILL COUNTY RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22

NA when local weather not available. Category D, 800-2½.

CHILDRESS, TX

CHILDRESS MUNI VOR Rwy 35

NA when local weather not available.

CLEBURNE, TX

CLEBURNE MUNI RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 33

NA when local weather not available.

¹NA when control tower closed.

²NA when local weather not available.





ALIERNATE WIINS	4
NAME ALTERNATE MINIMUMS DALHART, TX DALHART	NAME ALTERNATE MINIMUMS DALLAS-FORT WORTH, TX DALLAS-FORT WORTH
MUNI VOR/DME or GPS Rwy 35 VOR Rwy 17	INTL CONVERGING ILS Rwy 13R ¹ ILS or LOC Rwy 18L ²
Category D, 800-21/4.	ILS or LOC Rwy 18R ² ¹ Categories A, B, C, 800-2 ³ / ₄ .
DALLAS, TX	² ILS, 700-2.
ADDISONILS or LOC Rwy 15 ¹² ILS or LOC Rwy 33 ¹² RNAV (GPS) Rwy 15 ³	DECATUR, TX DECATUR MUNIRNAV (GPS) Rwy 17
RNAV (GPS) Rwy 333	RNAV (GPS) Rwy 35
¹ NA when control tower closed. ² ILS, Category D, 700-2.	NA when local weather not available.
³ NA when local weather not available.	FORT WORTH, TX
	FORT WORTH
COLLIN COUNTY RGNL	ALLIANCEILS OR LOC RWY 16L
AT MC KINNEYILS or LOC Rwy 17 ¹ RNAV (GPS) Rwy 17 ² RNAV (GPS) Rwy 35 ²	ILS or LOC Rwy 34R ILS, Category D, 700-2; Category E, 700-2%. LOC, Category E, 800-2%.
VOR/DME-A ³	FORT WORTH
¹ ILS, NA. LOC, NA when control tower closed; NA when local weather not available. ² NA when local weather not available.	SPINKS RNAV (GPS) Rwy 17R RNAV (GPS) Rwy 35L
³ Category C, 800-2½; Category D, 800-2½.	NA when local weather not available.
DALLAS -LOVE FIELD ILS Rwy 13L1	GAINESVILLE, TX
ILS Rwy 13R¹	GAINESVILLE MUNI RNAV (GPS) Rwy 17
ILS or LOC Rwy 31L ²	NA when local weather not available.
ILS or LOC Rwy 31R ³	GRAHAM, TX
RNAV (GPS) Rwy 31L⁴ RNAV (GPS) Y Rwy 13L⁵	GRAHAM MUNI RNAV (GPS) Rwy 3
RNAV (GPS) Y Rwy 13R ⁵	RNAV (GPS) Rwy 21
RNAV (GPS) Z Rwy 13L ⁵	NA when local weather not available.
RNAV (GPS) Z Rwy 13R ⁶	
¹ ILS, Category D, 700-21/4. LOC, Category D,	GRAND PRAIRIE, TX
800-2¼. ²ILS, LOC, Categories A,B, 1100-2; Categories	GRAND PRAIRIE MUNI RNAV (GPS) Rwy 35 VOR /DME Rwy 35,800-21/4
C,D,1100-3. 3ILS, LOC, Categories A,B, 900-2; Category C,	NA when local weather not available.
900-23/4; Category D, 900-3.	GREENVILLE, TX
⁴ Categories A, B, 900-2; Category C, 900-2 ³ / ₄ ; Category D, 900-3.	MAJORSILS or LOC Rwy 17 LOC BC Rwy 35 RNAV (GPS) Rwy 17
⁵ Category D, 800-2½. ⁶ Category C, 800-2½; Category D, 800-2½.	RNAV (GPS) RWy 17 RNAV (GPS) RWy 35 VOR /DME RWy 17
DALLAS, TX (CON'T)	NA when local weather not available.
DALLAS EXECUTIVE ILS or LOC Rwy 3112	Category D, 800-23/4.
RNAV (GPS) Rwy 17 ³⁴	HILLSBORO, TX
RNAV (GPS) Rwy 31 ³⁴	HILLSBORO MUNI RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 35 ³⁴ VOR/DME Rwy 17 ³⁴ VOR Rwy 31 ³⁴	RNAV (GPS) Rwy 34 NA when local weather not available.
1NA when control tower closed	

¹NA when control tower closed.

²ILS, Category D, 700-21/4. LOC, Category D, 800-21/4.

³NA when local weather not available.

⁴Category D, 800-21/4.





NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
LONGVIEW, TX		MOUNT PLEA	SANT, TX
EASTTEXASRGN	L ILS or LOC Rwy 13123	MOUNT	
	NDB Rwy 13 ²³	PLEASANT RGI	NL RNAV (GPS) Rwy 171
	RNAV (GPS) Rwy 1313		RNAV (GPS) Rwy 35
	RNAV (GPS) Rwy 183		weather not available.
	RNAV (GPS) Rwy 3113	¹ Category D, 8	800-2¼.
	RNAV (GPS) Rwy 363	DADIC TV	
	OR/DME or TACAN Rwy 13 ¹³	PARIS, TX	DNAV (ODC) D 47
	VOR/DME or TACAN Rwy 311	COX FIELD	RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35
¹ Category E, 800- ² NA when control			VOR Rwy 35
		NA when local	weather not available.
and when local we	eather not available.	INA WITCH TOTAL	weather not available.
LUBBOCK, TX		PLAINVIEW, T	X.
LUBBOCK		HALE COUNTY	RNAV (GPS) Rwy 4
PRESTON SMITH	INTL ILS or LOC Rwy 17R1		RNAV (GPS) Rwy 22
	ILS or LOC Rwy 261	NA when local	weather not available.
	RADAR-12	TERRELL TV	
	RNAV (GPS) Rwy 8 ²	TERRELL,TX	
	RNAV (GPS) Rwy 17R ²	TERRELL MUN	I RNAV (GPS) Rwy 17
	RNAV (GPS) Rwy 26 ²	NIAl I I	RNAV (GPS) Rwy 35
	RNAV (GPS) Rwy 35L ²	NA when local	weather not available.
	VOR/DME or TACAN Rwy 26 ²	TYLER, TX	
800-21%.	700-21/2. LOC, Category E,	,	S RGNL ILS Rwy 131
	21/	TELKTOOND	RNAV (GPS) Rwy 13 ²
² Category E, 800-	-2/2.		RNAV (GPS) Rwy 31 ²
MESQUITE TX			VOR/DME Rwy 41

MESQUITE, TX

MESQUITE METRO LOC BC Rwy 35 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35

NA when local weather not available.

MIDLOTHIAN/WAXAHACHIE, TX MID-WAY RGNL RNAV (GPS) Rwy 36

NA when local weather not available.

wy 31² VOR/DME Rwy 41 VOR/DME Rwy 221 VOR Rwy 311 ¹NA when control tower closed. ²NA when local weather not available. WICHITA FALLS, TX SHEPPARD AFB/ WICHITA FALLS MUNI RADAR-1 NA when Sheppard approach control closed.

NAME

ALICE, TX



INSTRUMENT APPROACH PROCEDURE CHARTS

$oldsymbol{\Lambda}$ IFR ALTERNATE AIRPORT MINIMUMS

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NAME

COMANCHE, TX

COMANCHE

ALTERNATE MINIMUMS

RNAV (GPS) Rwv 311

LOC BC Rwv 31L1

ALICE INTL RNAV (GPS) Rwy 131

VOR-A ²	NA when local weather not available.
¹ NA when local weather not available.	
² Categories A,B, 900-2; Category C, 900-2 ³ / ₄ ,	CORPUS CHRISTI, TX
Category D, 900-3.	CORPUS CHRISTI INTL ILS or LOC Rwy 131
	ILS or LOC Rwy 351
AUSTIN, TX	LOC Rwy 31 ²
AUSTIN-BERGSTROMINTL ILS Rwy 17L	RNAV (GPS) Rwy 132
ILS or LOC Rwy 17R	RNAV (GPS) Rwy 31 ²
ILS or LOC Rwy 35L	VOR or TACAN Rwy 172
ILS Rwy 35R	¹ ILS, Category D, 700-2½; Category E, 900-3.
ILS, Category D, 700-2; Category E, 800-21/2.	LOC, Category D, 800-21/4; Category E,
LOC, Category E, 800-21/2.	900-3.
	² Category D, 800-21/4; Category E, 900-3.
BRADY,TX	
CURTIS FIELD RNAV (GPS) Rwy 17	COTULLA, TX
RNAV (GPS) Rwy 35	COTULLA-LA SALLE COUNTY VOR-A
NA when local weather not available.	NA when local weather not available.
BROWNSVILLE, TX	DEL RIO, TX

RNAV (GPS) Rwy 13R2 ¹NA when control tower closed.

²NA when local weather not available

BROWNSVILLE/SOUTH PADRE ISLAND

INTLILS or LOC Rwv 13R12

BRO	WN	woo	D,TX
-----	----	-----	------

BROWNWOOD RGNL RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35

NA when local weather not available

BURNET, TX

BURNET MUNI/KATE CRADDOCK FIELD RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 19

NA when local weather not available. Category C, 800-21/4.

EL PASO. TX

EL PASO INTL ILS or LOC Rwy 221 RADAR-12

²Category C, 800-21/4. Category D, 800-21/2.

DEL RIO INTL RNAV (GPS) Rwy 13

NA when local weather not available.

¹NA when Del Rio APP CON closed.

VOR Rwv 26L²

VOR-A¹²

VOR/DME-B1

ALTERNATE MINIMUMS

COUNTY-CITY RNAV (GPS) Rwv 17

¹ILS, Category E, 800-2½. LOC, Category E, 800-21/2.

²Category E, 800-21/2.

FALFURRIAS.TX

BROOKS COUNTY RNAV (GPS) Rwy 171 RNAV (GPS) Rwy 35

NA when local weather not available.

¹Category D. 800-21/4.

17 DEC 2009 to 14 JAN 2010

Category C, 800-21/4.

ALTERNATE MINS



1	•
NAME ALTERNATE MINIMUMS	NAME ALTERNATE MINIMUMS
FORT HOOD/KILLEEN, TX	KILLEEN, TX
ROBERT GRAY AAF ILS or LOC Rwy 15	
ILS or LOC Rwy 33	
NDB Rwy 15 RNAV (GPS) Rwy 15	
RNAV (GPS) RWy 13	
¹ ILS, LOC, Category E, 800-2½.	VOR-A
² Category D, 800-21/4; Category E, 800-21/2.	NA when local weather not available.
³ Category E, 800-2½.	
FORT STOCKTON TV	LLANO, TX
FORT STOCKTON, TX FORT STOCKTON-	LLANO MUNI RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35
PECOS COUNTY RNAV (GPS) Rwy 12	
RNAV (GPS) Rwy 30	
NA when local weather not available.	LAREDO, TX
Category D, 800-21/2.	LAREDO INTL ILS or LOC/DME Rwy 17R1
EDEDEDICKEDIDG TV	LOC/DME BC Rwy 35L1
FREDERICKSBURG, TX GILLESPIE COUNTY RNAV (GPS) Rwy 14	NDB Rwy 17L ¹ 4 RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32	
VOR/DME-A	
Category C, 800-21/4.	RNAV (GPS) Rwy 32 ²
CEORCETOWN TV	RNAV (GPS) Rwy 35L
GEORGETOWN, TX GEORGETOWN MUNI RNAV (GPS) Rwy 1	VOR/DME or TACAN Rwy 14 VOR or TACAN Rwy 32 ²
RNAV (GPS) Rwy 1	
RNAV (GPS) Rwy 29	
RNAV (GPS) Rwy 30	
NA when local weather not available.	
HAMILTON, TX	MC ALLEN, TX MC ALLEN MILLER INTL . ILS or LOC Rwy 131
HAMILTON, TX	
RNAV (GPS) Rwy 30	
NA when local weather not available.	VOR Rwy 131
	¹ NA when control tower closed.
HARLINGEN, TX	² NA when local weather not available.
VALLEY INTL ILS or LOC Rwy 17R LOC/DME BC Rwy 35I	
NA when control tower closed.	MIDLAND INTLILS or LOC Rwy 1012
¹ ILS, Category D, 700-2.	LOC BC Rwy 28 ²³
	RADAR-1⁴
INGLESIDE, TX	RNAV (GPS) Rwy 10⁵
TP MC CAMPBELLRNAV (GPS) Rwy 1: RNAV (GPS) Rwy 3	
NA when local weather not available.	¹ ILS, LOC, Category E, 800-2½.
	² NA when control tower closed.
KERRVILLE, TX	³ Category E, 800-2½.
KERRVILLE MUNI/LOUIS	⁴ Category D, 800-21/4; Category E, 800-21/2.
SCHREINER FIELDLOC Rwy 30 RNAV (GPS) Rwy 12	
RNAV (GPS) RWy 12 RNAV (GPS) Rwy 30	
VOR-A	/
0-4	DDALINEEL C MUNIC DNAV (ODC) D 42

BRAUNFELS MUNI RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 31

RNAV (GPS) Rwy 35

NA when local weather not available.





NAME	ALTERNATE MINIMUMS	NAME SAN ANTON	
ODESSA, TX ODESSA-SCHLE FIELD NA when contro	NDB Rwy 20	SAN ANTON SAN ANTON ¹ ILS, 700-2.	IIO INTL ILS or LOC Rwy 12R ¹ RNAV (GPS) Rwy 12R ²
PLEASANTON	•		A,B, 900-2; Category C, 900-2½; D, 900-2¾.
	MUNI RNAV (GPS) Rwy 34 weather not available.	STINSON M	UNI RNAV (GPS) Rwy 32 VOR Rwy 32
PORT ARANSA		NA when lo	cal weather not available.
	CH RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30 weather not available.	TEMPLE, T	X I-MILLER CENTRAL
			L RNAV (GPS) Rwy 2
PORT ISABEL, PORT ISABEL-	IX		RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 33
	JNTY RNAV (GPS) Rwy 13 weather not available.	NA when lo	cal weather not available.
		WACO, TX	
	/ AAF(KGRK), TX ILS or LOC Rwy 331	TSTC WACC	ILS or LOC Rwy 17L123 NDB Rwv 35R4
	RNAV (GPS) Rwy 15 ² RNAV (GPS) Rwy 33 ²		ontrol tower closed. ategory E, 800-2½.
¹ ILS, Category 800-2 ¹ / ₄ . ² Category E, 80	E, 700-21/4. LOC, Category E,	³ NA when lo	ocal weather not available. Vaco Regional control tower closed.
Category L, or	JU-2/4.	WACO RGN	LILS or LOC Rwy 19
ROCKPORT, T	X		NDB Rwy 19
	NTY RNAV (GPS) Rwy 141		RADAR-1

VOR/DME or TACAN-A2 ¹NA when local weather not available.

²Category C, 800-21/4.

ROCKSPRINGS, TX

EDWARDS COUNTY VOR Rwy 14 NA when local weather not available.

SAN ANGELO, TX

SAN ANGELO RGNL/ MATHIS FIELD ILS Rwy 312 LOC BC Rwy 212 NDB Rwy 3²

VOR Rwy 21²

VOR/DME or TACAN Rwy 34 RADAR-13

¹ILS, Category E, 700-21/4. LOC, Category E, 800-21/4.

²NA when control tower closed.

3Category E, 800-21/4.

4Category E, 800-21/2.

NA when control tower closed.

WINK, TX

WINKLER COUNTY RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31 VOR Rwy 13

NA when local weather not available.



INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

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BRAZORIA COL	ALTERNATE MINIMUMS AKE JACKSON, TX UNTY RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35 weather not available.
BEAUMONT-P SOUTHEAST TE	ORT ARTHUR, TX
	ILS or LOC Rwy 12123
	LOC BC Rwy 30 ²³⁴
	RNAV (GPS) Rwy 1235
	RNAV (GPS) Rwy 1635
	RNAV (GPS) Rwy 3035
	RNAV (GPS) Rwy 3435
	VOR/DME Rwy 34 ⁵
	VOR Rwy 12 ⁵
	egories A, B, 900-2; Category
C, 900-21/4; C: 900-23/4.	ategory D, 900-2½; Category E,
² NA when contr	rol tower closed.
3NA when local	weather not available.
4Category D, 8	00-2¼; Category E, 900-2¾.

5Category E, 900-23/4. **COLLEGE STATION. TX**

EASTERWOOD FIELD ILS or LOC Rwy 3412 LOC BC Rwy 1623 RNAV (GPS) Rwy 103 RNAV (GPS) Rwy 163 RNAV (GPS) Rwy 283 RNAV (GPS) Rwy 343 VOR/DME Rwy 284 VOR or TACAN Rwy 103

¹ILS, Category D, 700-21/4; Category E, 900-3. LOC, Category D, 800-21/4; Category E, 900-3.

²NA when control tower closed.

3Category D. 800-21/4; Category E. 900-3.

4Category D, 800-21/4.

NAME	ALTERNATE MINIMUMS
GALVESTON, TX	
SCHOLES INTL	
AT GALVESTON	ILS or LOC Rwy 131
	RNAV (GPS) Rwy 132
	RNAV (GPS) Rwy 172
¹ ILS, Category E, 7	00-21/4; LOC, Category E,
800-21/4.	
² Category E 800-2 ¹ /	4.

HOUSTON, TX DAVID WAYNE HOOKS	
MEMORIAL	RNAV (GPS) Rwy 17R RNAV (GPS) Rwy 35L
NA when local weather i	not available.
ELLINGTON FIELD	II S Rwy 17R1

ILS Rwy 221 ILS Rwy 35L1 RNAV (GPS) Rwy 222 ¹ILS, Category E, 700-21/4. LOC, Category E,

²Category E, 800-21/4.

800-21/4.



ALTERNATE MINS



I W MVIL	/ LILITAT TI LIVIII VIIVIOIVIO
HOUSTON, TX (CO	N'T)
GEORGE BUSH INTI	ERCONTINENTAL/
HOUSTON	ILS or LOC Rwy 8R1
	ILS or LOC Rwy 26L ²
¹ ILS,LOC, Category	A,B, 900-2; Category C,

ALTERNATE MINIMUMS

900-21/2; Category D, 900-23/4; Category E, 900-3. 2ILS, Category A,B, 800-2; Category C,

800-21/4: Category D. 800-21/2: Category E. 800-234. LOC, Category C, 800-214; Category D, 800-21/2; Category E, 800-23/4.

LONE STAR EXECUTIVE . RNAV (GPS) Rwv 14 NA when local weather not available.

WILLIAM P. HOBBYILS or LOC Rwy 4 ILS or LOC Rwy 12R LOC Rwy 22 RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 12R

RNAV (GPS) Rwy 22 VOR/DME Rwy 30L

Category E, 900-3.

PEARLAND RGNL RNAV (GPS) Rwy 32 VOR-B

NA when local weather not available.

SUGAR LAND RGNL RNAV (GPS) Rwy 17 NA when local weather not available.

HUNTSVILLE, TX

HUNTSVILLE MUNI RNAV (GPS) Rwy 18 VOR/DME-A

NA when local weather not available.

JACKSONVILLE, TX

CHEROKEE COUNTY RNAV (GPS) Rwy 14 VOR /DME Rwy 14

NA when local weather not available.

NAME ALTERNATE MINIMUMS

JASPER, TX

JASPER COUNTY-BELL FIELD ... NDB Rwv 18 RNAV (GPS) Rwv 18 RNAV (GPS) Rwy 36

NA when local weather not available.

LA GRANGE, TX

FAYETTE RGNL

AIR CENTER RNAV (GPS) Rwv 16 RNAV (GPS) Rwy 34

NA when local weather not available.

LUFKIN, TX

ANDELINA COUNTY VOR Rwv 33 NA when local weather not available.

ORANGE, TX

ORANGE COUNTY RNAV (GPS) Rwy 22 VOR/DME Rwv 22

NA when local weather not available.

PALESTINE, TX

PALESTINE MUNI RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36

NA when local weather not available.

PORT LAVACA, TX

CALHOUN COUNTY RNAV (GPS) Rwy 14 NA when local weather not available.

VICTORIA, TX

VICTORIA RGNLRNAV (GPS) Rwy 12L RNAV (GPS) Rwy 30R VOR Rwy 12L

VOR/DME Rwy 30R

NA when local weather not available.

WHARTON, TX

WHARTON RGNL RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 VOR/DME-A

NA when local weather not available

RADAR INSTRUMENT APPROACH MINIMUMS Amdt. 9, MAR 22,2001 (FAA)

ELEV 1791

	,		,	,	()			_	
ABILE	NE RGNL								
RADAR-	125.0 338.3 (EAST),	127.2	282.3 (W	EST) '	∇				
			•	HAT/	•			HAT/	
			DA/	HATh	I		DA/	HAT	1/
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	17R	AB	2240 -1	469	(500-1)	С	2240-11/4	469	(500-11/4)
		D	2240-11/2	469	(500-11/2)				
	35L	AB	2260-1	474	(500-1)	С	2260-11/4	474	(500-11/4)
		D	2260-11/2	474	(500-11/2)				
	35R	AB	2260-1/2	484	$(500-\frac{1}{2})$	С	2260-3/4	484	(500-3/4)
		D	2260 -1	484	(500-1)				
CIRCLIN	1G	AB	2260-1	469	(500-1)	С	2360-11/2	569	(600-1½)
		D	2360 -2	569	(600-2)				
AMAR	AMARILLO, TX Amdt.16, MAR 25 , 1999 (FAA) ELEV 3605								
	IUSBAND AMAF	, , ,					_	LLV 0000	
		(ILL	JINIL						
RADAK-1	119.5 307.0 🔻 🛕				,				,
				HAT/				НΔТ	/

ABILENE, TX

				HAI/				HA I /	
			DH/	HATh	1		DA/	HAT	1/
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	22	ABC	3960-3/4	357	(400-3/4)	DE	3960-11/4	357	(400-11/4)
	31	ABC	3960-1	362	(400-1)	D	3960-11/4	362	(400-11/4)
		E	NA						
	13	ABC	3980-1	380	(400-1)	D	3980-11/4	380	(400-11/4)
		E	NA						
	4	AB	4160/24	555	(600-1/2)	С	4160 /50	555	(600-1)
		D	4160 /60	555	(600-11/4)	Ε	4160-11/2	555	(600-1½)
CIRCLIN	IG	AB	4160-1	555	(600-1)	С	4160-11/2	555	(600-1½)

635

4240-2

(700-2) E **4460**-3 855 (900-3)

When control tower closed, procedure not authorized.

D

DYESS RADAR - (ELEV 1789					
,	•	•		DH/	HAT/ HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	16¹		Α	2300/24	511	(600-1/2)
			В	2300/40	511	(600-3/4)
			С	2300/50	511	(600-1)
			DE	2300-11/2	511	(600-11/2)
	34 ²		AB	2260/24	473	(500-1/2)
			С	2260/40	473	(500-3/4)
			D	2260/50	473	(500-1)
			E	2260/60	473	(500-11/4)
CIR	16³		Α	2340-1	551	(600-1)
			В	2340-11/4	551	(600-11/4)
			С	2340-11/2	551	(600-1½)
			D	2360-2	571	(600-2)
			F	2460-21/2	671	(700-21/2)

E 2460-2½ 671 (700-2½)

¹When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1½ miles, CAT C vis to 1½ miles, CAT DE vis to 2 miles. ²When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1½ miles, CAT D vis to 1½ miles and CAT E to 1¾ miles. ³Circling to parallel Assault Strip 162° restricted to 317 AG acft only. Circling at night to Assault Strip 342° requires MAJCOM/DO/A3 (or equivalent) approval due to 20:1 visual area penetrations.

2340-1

2340-11/2

DH/

2360-2

551

551

571

HAT/ HATh/ (600-1)

(600-2)

(600-11/2)

AB

С

D

34³

to 1¾ miles. ³ Circling to parallel Assault Strip 162° restricted to 317 AG acft only. night to Assault Strip 342° requires MAJCOM/DO/A3 (or equivalent) approval dua area penetrations.	
FORT WORTH NAS JRB (NFW), TX (07354 USN) RADAR - (E) ⁸ 128.775 371.875 V	ELEV 650

	<u>RWY</u>	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS				
PAR ⁶⁷	17³	3.0°/61/1124	ABCDE	836-3/4	200	(200-3/4)				
	3545	3.0°/59/1171	ABCDE	900-3/4	250	(300-3/4)				
ASR ⁶	17		AB	1140-11/4	504	(500-11/4)				
			CD	1140-11/2	504	(500-1½)				
			E	1140-1¾	504	(500-1¾)				
	35¹		AB	1180-¾	530	(600-3/4)				
			С	1180-1	530	(600-1)				
			DE	1180-11/4	530	(600-11/4)				
CIR	17-35 ²		AB	1220-11/4	570	(600-11/4)				
			С	1240-11/2	590	(600-1½)				
			D	1300-2	650	(700-2)				
			E	1300-21⁄4	650	(700-21/4)				
¹When Al	¹When ALS inon, increase vis CAT AB to 1½ miles. CAT C to 1½ miles. CAT DF to 1¾ miles.									

¹When ALS inop, increase vis CAT AB to 1¼ miles, CAT C to 1½ miles, CAT DE to 1¾ miles. ²Circling not authorized E of Rwy 17-35. ³CAUTION:TCH exceeds DOD criteria. ⁴CAUTION: Up slope terrain 641' left of rwy thld. ⁵When ALS inop,increase vis CAT CDE to 1 mile. ⁵No-NOTAM MP: PAR 1330-1530Z++ Tue; ASR 1330-1530Z++ Mon. ₹PAPI RRP and PAR RPI not coincident. ⁵Opr 1300-0500Z++ Mon-Fri; clsd Sat, Sun and hol. Afld hr subject to chg by NOTAM. Base OPS/ATC not manned outside of publ hr.

LUBBOCK, TX Amdt. 7, SEP 19, 1991 (FAA)

ndt. 7, SEP 19, 1991 (FAA) ELEV **3282**

LUBBOCK PRESTON SMITH INTL

RADAR-119.2 351.8 🛕

					DA/	HATI	n/		DA/	HATI	n/
		RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
	ASR	17R		ABC	3620/24	339	(400-1/2)	DE	3620 /50	339	(400-1)
		35L		ABC	3640-3/4	387	(400-3/4)	DE	3640-11/4	387	(400-11/4)
		26		AB	3680-1/2	425	(500-1/2)	С	3680-3/4	425	(500-3/4)
				DE	3680-1	425	(500-1)				
CIRCLING A		Α	3720-1	439	(500-1)	В	3740-1	459	(500-1)		
				С	3740-11/2	459	(500-1½)	D	3840-2	559	(600-2)
				E	3980-21/2	699	$(700-2\frac{1}{2})$				

HAT/

Category D S-26 visibility increased ¼ mile for inoperative MALSR. Category E S-26 visibility increased ½ mile for inoperative MALSR. Category E S-17R visibility increased ¼ mile for inoperative MALSR.

Inoperative table does not apply to MALSR Rwy 17R for Category D.

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS), TX

(Amdt 5, 09183 USAF)

ELEV 1019

HAT/

RADAR¹² - (E) Ctc SHEPPARD APP CON 118.2 269.025 \overline{V} A NA when Sheppard Approach Control closed. When ASR and IFF/SIF are out, PAR avbl via RADAR pickup fr ILS Rwy 33L.

PAR³	RWY 15C ⁴ 33C ⁴ 15R ⁴	GS/TCH/RPI 3.0°/46/954 3.0°/48/957 3.0°/55/1087	CAI ABCDE ABCDE ABCDE	DH/ MDA-VIS 1203-½ 1189-½ 1198-½	HATh/ HAAA 200 200 200	CEIL-VIS (200-½) (200-½) (200-½)
	33L ⁴	3.0°/56/1090	ABCDE	1200-1/2	200	(200-1/2)
ASR	15C ⁷		ABCD E	1420-¾ 1420-1	417 417	(500-¾) (500-1)
	15R⁵		ABCD E	1420-¾ 1420-1	422 422	(500- ³ ⁄ ₄) (500-1)
	33L ⁶		ABC DE	1440-¾ 1440-1	440 440	(500-¾) (500-1)
	33C ⁶		ABC DE	1440-¾ 1440-1	451 451	(500-¾) (500-1)
CIR8	All Rwy		A	1440-11/4	421	(500-11/4)
			B C	1480-1¼ 1480-1½	461 461	(500-1½) (500-1½)
			D	1580 -2	561	(600-2)
			E	2080 -3	1061	(1100-3)

'Sheppard APP CON clsd 0300-1200Z++ dly, ctc FORT WORTH CENTER 127.95 133.5. ²MP ASR and PAR 1000-1200Z++ Mon-Fri. ³ASR/PAR Not avbl when Sheppard APP CON is clsd. ⁴When ALS inop, increase CAT ABCDE vis to ³4 mile. ⁵When ALS inop, increase vis CAT ABCD to 1½ miles, CAT E to 1½ miles. ⁶When ALS inop, increase vis CAT ABC vis to 1½ miles, CAT DE vis to 1½ miles. ⁷When ALS inop, increase CAT ABCD vis to 1½, CAT E vis to 1½. ⁸Circling not authorized West of Rwy 15R-33L.

	BIGGS AAF (KBIF), TX (Fort Bliss) (Amdt6, 06159 USA) ELEV 3948										
RADAR - 124.15 307.0 ▼											
				DA/	HATh/						
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS					
ASR1	21		AB	4360-1/2	412	(500-1/2)					
			CD	4360-3/4	412	(500-3/4)					
			E	4360-1	412	(500-1)					
CIR ²	21		Α	4360-1	412	(500-1)					
			В	4400-1	452	(500-1)					
			С	4400-11/2	452	(500-1½)					
			DE	4500-2	552	(600-2)					

increase CAT E visibility to 11/2. 2CAT E circling W of Rwy 3-21 not authorized. CORPUS CHRISTI NAS (KNGP), (TRUAX FIELD) TX (08325 USN) ELEV 18

CAUTION: Steeply rising terrain exceeding 7100' 4 miles W of airport. 'When ALSF inop,

RADAR - (E	:) 6835 134.	1 270.8 284.6 33	37.2 354.8 🕡	7		
			·	DH/	HAT/ HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
PAR ¹	13R ²	3.0°/42/773	ABCDE	113-1/4	100	(100-1/4)
	17	3.0°/42/771	ABCDE	118-1/2	100	(100-1/2)

PAR ¹	13R ²	3.0°/42/773	ABCDE	113-1⁄4	100	(100-1/4)	
	17	3.0°/42/771	ABCDE	118-1/2	100	(100-1/2)	
	31L	3.0°/42/817	ABCDE	117-1/2	100	(100-1/2)	
	35	3.0°/44/813	ABCDE	118-1/2	100	(100-1/2)	
PAR	13L		ABCDE	320-1	307	(400-1)	
SIDESTEP15	31R		ABCDE	400-11/4	383	(400-11/4)	
PAR W/O GS1	17		ABCDE	300-11/4	282	(300-11/4)	
	13R3		ABCDE	320-1	307	(400-1)	
	31L		ABCDE	400-11/4	383	(400-11/4)	
	35		ABCDE	400-11/4	382	(400-11/4)	
PAR W/O GS	13L		ABCDE	320-11/4	307	(400-11/4)	
SIDESTEP1	31R		ABCDE	400-11/4	383	(400-11/4)	
ASR	13R⁴		Α	480-¾	467	(500-3/4)	
			В	480-1	467	(500-1)	
			С	480-11/4	467	(500-11/4)	
			DE	480-13/4	467	(500-13/4)	
	13L		Α	400-1	382	(400-1)	
			В	400-11/4	382	(400-11/4)	
			_	400 41/	202	(400 41/)	

SIDES LED.	31K	ABCDE	400-174	383	(400-174)
PAR W/O GS1	17	ABCDE	300-11/4	282	(300-11/4)
	13R ³	ABCDE	320-1	307	(400-1)
	31L	ABCDE	400-11/4	383	(400-11/4)
	35	ABCDE	400-11/4	382	(400-11/4)
PAR W/O GS	13L	ABCDE	320-11/4	307	(400-11/4)
SIDESTEP1	31R	ABCDE	400-11/4	383	(400-11/4)
ASR	13R⁴	Α	480-3/4	467	(500-3/4)
		В	480-1	467	(500-1)
		С	480-11/4	467	(500-11/4)
		DE	480-13/4	467	(500-13/4)
	13L	Α	400-1	382	(400-1)
		В	400-11/4	382	(400-11/4)
		С	400-11/2	382	(400-1½)
		DE	400-2	382	(400-2)
	17	Α	420-1	402	(500-1)
		В	420-11/4	402	(500-11/4)
		С	420-11/2	402	(500-1½)
		DE	420-2	402	(500-2)
	31R	Α	440-1	422	(500-1)
		В	440-11/4	422	(500-11/4)
		С	440-11/2	422	(500-1½)
		DE	440-2	422	(500-2)
	31L	Α	440-1	423	(500-1)
		В	440-11/4	423	(500-11/4)
		С	440-11/2	423	(500-11/2)

CORPUS CHRISTI NAS (KNGP)(CON'T), (TRUAX FIELD) TX (08325 USN)

				DH/	HAT/ HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	<u>HAA</u>	CEIL-VIS
	35		Α	440-1	422	(500-1)
			В	440-11/4	422	(500-11/4)
			С	440-11/2	422	(500-1½)
			DE	440-2	422	(500-2)
	4		Α	480-1	463	(500-1)
			В	480-11/4	463	(500-11/4)
			С	480-11/2	463	(500-1½)
			DE	480-2	463	(500-2)
CIR ⁶	All Rwys		AB	480-1	462	(500-1)
			С	480-11/2	462	(500-11/2)
			D	580-2	562	(600-2)
			E	620-21/4	602	(700-21/4)

1No-NOTAM MP: PAR Mon-Fri 1100-1300Z++, exc 1st and 3rd Wed of month 1000-1300Z++. ²When ALS inop, increase vis CAT ABCDE to ½ mile. ³When ALS inop, increase vis CAT ABCDE to 11/4 mile, 4When ALS inop, increase vis CAT A to 1 mile, CAT B to 11/4 mile, CAT C to 11/2 mile, CAT DE to 2 miles. ⁵Circling fr Sidestep NA. Sidestep NA prior to 2 miles fr touchdown. ⁶Circling authorized only from ASR and PAR W/O GS. When circling from PAR W/O GS increase CAT AB vis to 1½ mile

EL PASO, TX EL PASO INTL

Amdt. 13C, MAR 12, 2009 (FAA)

ELEV 3956

RADAR- 124.25 298.85 V A										
			•		HAT/				HAT/	
				DA/	HATh	1/		DA/	HATI	1/
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	22		ABC	4320 /24	371	(400-1/2)	DE	4320 /50	371	(400-1)
	26L		AB	4380-3/4	422	(500-1)	CDE	4380-11/4	422	(500-11/4)
	4		AB	4400-1	479	(500-1)	С	4400-11/4	479	$(500-1\frac{1}{4})$
			D	4400-11/2	479	$(500-1\frac{1}{2})$	Е	4400-13/4	479	$(500-1\frac{3}{4})$
CIRCLIN	lG¹		Α	4420-1	462	(500-1)	В	4460-1	502	(600-1)
			С	4460-11/2	502	(600-11/2)	D	4520 -2	562	(600-2)
			Ε	4660-21/2	702	(800-21/2)				

¹Category E circling west of airport NA.

Alternate Minimums: Standard, except Cat E 800-21/2.

Inoperative table does not apply to Category C S-26L.

CAUTION: Steeply rising terrain 4.5 NM West of airport.

For inoperative MALSR increase categories D,E visibility to RVR 6000.

RADAR1 - (E) 128.45x 300.4x 305.2x 310.8x 322.0x 325.2x 358.0x 363.6x 384.4x

ELEV 50

HAT/

KINGSVILLE NAS (KNQI), TX (09295 USN)

				DH/	HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
PAR ⁸	35R ²	3.0°/34/623	ABCDE	148-1/4	100	(100-1/4)
1741	31L	3.0°/33/596	ABCDE	144-1/2	100	(100-1/2)
	31R	3.0°/37/679	ABCDE	145-1/2	100	(100-72)
	13L	3.0°/35/653	ABCDE	149-1/2	100	(100-72)
	35L	3.0°/33/618	ABCDE	149-1/2	100	(100-1/2)
	13R	3.0°/33/625	ABCDE	150-1/2	100	(100-1/2)
	17L	3.0°/35/652	ABCDE	150-1/2	100	(100-1/2)
	17R	3.0°/36/684	ABCDE	150-1/2	100	(100-1/2)
		0.0 7007001	, LOOD L	100 /2	100	(100 /2)
PAR W/O	31L		ABCDE	320-11/4	276	(300-11/4)
GS ⁸	31R		ABCDE	320-11/4	275	(300-11/4)
	17L		ABCDE	340-11/4	290	(300-11/4)
	17R		ABCDE	340-11/4	290	(300-11/4)
	35R3		ABCDE	400-3/4	352	(400-3/4)
	35L		ABCDE	400-11/4	351	(400-11/4)
	13L		ABCDE	420-11/4	371	(400-11/4)
	13R		ABCDE	480-11/4	430	(500-11/4)
			,,			(000 174)
ASR	35R4		AB	400-1/2	352	(400-1/2)
			CDE	400-3/4	352	(400-3/4)
	17L		ABC	400-1	350	(400-1)
			DE	400-11/4	350	(400-11/4)
	17R		ABC	400-1	350	(400-1)
			DE	400-11/4	350	(400-11/4)
	31L		ABCD	380-1	336	(400-1)
			E	380-11/4	336	(400-11/4)
	31R		ABCD	380-1	335	(400-1)
			E	380-11/4	335	(400-11/4)
	35L		ABC	400-1	351	(400-1)
			DE	400-11/4	351	(400-11/4)
	13L		AB	500-1	450	(500-1)
			С	500-11/4	450	(500-11/4)
			DE	500-11/2	450	(500-11/2)
	13R		AB	500-1	450	(500-1)
			С	500-11/4	450	(500-11/4)
			DE	500-11/2	450	(500-1½)
CIR ⁵⁶⁷	All Rwys		AB	500-1	450	(500-1)
			С	500-11/2	450	(500-1½)

¹Use landing/taxi lights when conducting apch during VMC. ²When ALS inop, increase vis CAT ABCDE to ½ mile. ³When ALS inop, increase vis CAT ABCDE to 1½ mile. ⁴When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1½ mile. ⁵CAT E circling not authorized SW of Rwy 13-31. °Circling authorized only from PAR W/O GS and ASR. ¹For Circling from PAR W/O GS increase CAT AB vis to 1½ mile. ⁵No NOTAM MP: PAR 1400-1600Z++Mon. Maint conducted next bus day if fld clsd on Mon.

D

620-2

680-21/4

570

630

(600-2)

 $(700-2\frac{1}{4})$

MIDLAND, TX
MIDLAND INTL
RADAR- 124.6 290.4 🛕

Amdt 5, MAY 20,1999 (FAA)

ELEV 2871

	DWW COLTOWN D		DA/	HAT	h/		DA/	HAT/	h/
A CD	RWYGS/TCH/RPI	CAT	MDA-VIS 3260/24		CEIL-VIS	CAT	MDA-VIS		CEIL-VIS
ASR	10 34L	ABC AB	3260 /24 3260 -1		(400-½) (400-1)	DE CD	3260 /50 3260 -11/4		(400-1) (400-1½)
		E	3260-11/2	403	(400-1½)				
	16R	AB	3280 -1	409	(500-1)	CD	3280-11/4	409	(500-11/4)
		E	3280-11/2	409	(500-1½)				
	28	AB	3280-3/4	423	(500-3/4)	CD	3280-11/4	423	(500-11/4)
		E	3280-11/2	423	(500-1½)				
	4	AB	3300 -1	450	(500-1)	С	3300-11/4	450	(500-11/4)
		DE	3300-11/2	450	(500-1½)				
	22	AB	3540 -1	687	(700-1)	С	3540 -2	687	(700-2)
		D	3540-21/4	687	(700-21/4)	E	3540-21/2	687	(700-21/2)
CIRCLING	3	AB	3540 -1	669	(700-1)	С	3540 -2	669	(700-2)
		D	3540 -21⁄ ₄	669	(700-21/4)	Е	3600-21/2	729	(800-2½)

Inoperative table does not apply to MALS S-28 for Category C. Category D and Category E S-10 visibility increases to RVR 6000 for inoperative MALSR.

ROBERT GRAY AAF (KGRK), TX (Fort Hood) (Amdt 8, 03051 USA) ELEV 1019

HAT/

RADAR - (E) 118.0 244.0 (GCA) A NA

				DA/	HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
PAR	33	3.0°/64/1019	AB	1187-1⁄2	200	(200-1/2)
			CDE	1187-¾	200	(200-3/4)
	15	3.0°/52/1026	AB	1219/24	200	(200-1/2)
			CDE	1219/40	200	(200-3/4)
ASR	33		AB	1460-¾	473	(500-3/4)
			С	1460-1	473	(500-1)
			D	1460-11/4	473	(500-11/4)
			E	1460-11/2	473	(500-11/2)
	15		AB	1520/40	501	(600-3/4)
			CD	1520/60	501	(600-11/4)
			E	1520-11/2	501	(600-11/2)
CIR ¹	All Rwy		AB	1520-1	501	(600-1)
			С	1560-11/2	541	(600-11/2)
			D	1580-2	561	(600-2)
			E	1740-2½	721	(800-21/2)

¹Circling not authorized W of Rwy 15-33.

SAN ANGELO. TX Amdt. 1. MAR 25. 1999 (FAA) FI FV 1917 SAN ANGELO RGNL/MATHIS FIELD RADAR-125.35 354.1 ▼ A HAT/ HAT/ DAI HATh/ DAI HATh/ RWY GS/TCH/RPI CAT MDA-VIS HAA CEIL-VIS CAT MDA-VIS HAA CEIL-VIS ASR AB 2460-1 543 (600-1) С 2460-11/2 543 (600-11/2) **2460**-1¾ 543 (600-1¾) **2460**-2 543 (600-2) D **2480**-1 573 (600-1) С 2480-1½ 573 (600-1½) 18 AR **2480**-1¾ 573 (600-1¾) D Е **2480**-2 573 (600-2)

563 (600-1)

563 (600-2)

2480-1

2480-2

AB

Category E circling NA west of runway 18-36.

WACO, TX

CIRCLING

Amdt. 1A, JUL 2, 2009 (FAA)

ELEV 592

C 2480-1½ 563 (600-1½)

2520-21/4 603 (700-21/4)

E

MC GREGOR EXECUTIVE RADAR- 135.2 352.0 ▼

			DA/	HAT	-		DA/	HAT	
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	17	AB	1020 -1	430	(500-1)	С	1020-11/4	430	(500-11/4)
		D	NA						
CIRCLING	3	Α	1040 -1	448	(500-1)	В	1060 -1	468	(500-1)
		С	1060-11/2	468	(500-1½)	D	NA		

WACO, TX
TSTC WACO
RADAR- 135.2 227.125 △

Amdt. 4, AUG 05, 2004 (FAA)

ELEV 470

HAT/ HAT/ DA/ HATh/ DA/ HATh/ RWY GS/TCH/RPI CAT MDA-VIS HAA CEIL-VIS CAT MDA-VIS HAA CEIL-VIS ASR 17L AB 1080-1/2 611 (700-1/2) С **1080**-1¼ 611 (700-1¼) **1080**-1½ 611 (700-1½) D 610 (700-1) CIRCLING AB 1080-1 С **1080**-1¾ 610 (700-1¾) D 1080-2 610 (700-2)

When Waco Regional approach control closed, ASR not authorized.

WACO, TX WACO RGNL

Amdt. 3, APR 6, 1995 (FAA)

ELEV 516

RADAR- 135.2 227.125 🛕

			DA/	HAT/ HATh/		DA/	HAT/ HATh/
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA CEIL-VIS	CAT	MDA-VIS	HAA CEIL-VIS
ASR	19	ABC	880 /24	376 (400-1/2)	D	880 /50	376 (400-1)
	1	ABC	900-1	390 (400-1)	D	900-11/4	390 (400-11/4)
	14	AB	980 -1	468 (500-1)	С	980-11/4	468 (500-11/4)
		D	980-11/2	468 (500-11/2)			
	32	AB	1000 -1	484 (500-1)	С	1000-11/4	484 (500-11/4)
		D	1000-11/2	484 (500-11/2)			
CIRCLIN	NG	AB	1000 -1	484 (500-1)	С	1000-11/2	484 (500-11/2)
		D	1080 -2	564 (600-2)			, ,

Category D S-19 visibility RVR 6000 with inoperative MALSR.



INSTRUMENT APPROACH PROCEDURE CHARTS

IF TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in

avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSI

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

without ATC clearance to ensure obstacle clearance

ABILENE.TX

ABILENE RGNL (ABI)

AMDT 2 07354 (FAA)

306' AGL/2050' MSL.

TAKE-OFF MINIMUMS: Rwy 22, 300-21/2 or std. w/min. climb of 233' per NM to 2200.

DEPARTURE PROCEDURE: Rwy 17L, climb heading 180° to 3200 before proceeding on course.

NOTE: Rwy 4, multiple trees beginning 1945' from DER, 872' left of centerline, up to 100' AGL/1859' MSL. Terrain 103' from DER, 59' right of centerline up to 0' AGL/1766' MSL. Terrain 121' from DER, 457' right of centerline, up to 0' AGL/1769' MSL, Rwv 17L, tower 7 NM from DER, right of centerline up to 543' AGL/2903' MSL. Tower 6 NM from DER, right of centerline up to 400' AGL/2699' MSL. Tower 7.7 NM from DER, left of centerline, up to 749' AGL/2957' MSL. Multiple trees beginning 151' from DER, 158' left of centerline, up to 100' AGL/1879' MSL. Multiple trees beginning 149' from DER, 355' right of centerline, up to 100' AGL/1879' MSL. Rwy 22, tower 1.9 NM from DER, 284' left of centerline, up to 306' AGL/2050' MSL. Mutliple trees beginning 119' from DER, 402' left of centerline up to 17' AGL/1769' MSL. Tower 4018' from DER, 225' right of centerline, up to 135' AGL/1869' MSL. Antenna on

tower 1.9 NM from DER, 252' left of centerline, up to

TAKE-OFF MINIMUMS NAME

ABILENE RGNL (ABI) (CON'T) Rwv 35L, tower 194' from DER, 516' right of centerline

100' AGL/1769' MSL. Multiple trees beginning 2047' from DER, 851' right of centerline, up to 100' AGL/1869' MSL. Rwv 35R, antenna 1154' from DER, 264' left of centerline 100' AGL/1821' MSL. Multiple trees beginning 2848' from DER, 242' left of centerline up to 100' AGL/1889' MSL. Multiple trees beginning 279' from DER, 328' right of centerline, up to 100' AGL/1889' MSL. Terrain 231' from DER, 66' left of centerline, up to 0' AGL/1805' MSL. Terrain 230' from DER, 190' right of centerline, up to 100' AGL/1805' MSL. Rwy 17R, multiple trees beginning 1013' from DER, 372' left of centerline, up to 100' AGL/1889' MSL. Multiple trees beginning 147' from DER, 370' right of centerline up to 100' AGL/1879' MSL.

AMARILLO, TX

RICK HUSBAND AMARILLO INTL

DEPARTURE PROCEDURE: Rwy 22, climb heading 218° to 4100 before turning northbound. Rwy 31, climbing right turn heading 360° to 5400 before turning westbound.

NOTE: Rwy 31, sign 23' from departure end of runway, 257' right of centerline, 6' AGL/3605' MSL.

TRADEWIND (TDW)

AMDT 2A 08185 (FAA)

TAKE-OFF MINIMUMS: Rwvs 5.23. NA. Rwv 35. 600-2 or std. with a min. climb of 300' per NM to 4600.





ANDREWS, TX ANDREWS COUNTY (E11)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: Rwy 20, 400-21/2 or std. w/min.

climb of 229' per NM to 3700.

DEPARTURE PROCEDURE: Rwv 11, climb heading

114° to 3600 before turning left, Rwy 29, climb heading 294° to 3600 before turning left. NOTE: Rwv 34, antenna 1189 from DER 588 left of

centerline, 52' AGL/3236' MSL. Poles beginning 181' from DER, 470' left of centerline, up to 36' AGL/3210' MSL. Bush 471' from DER, 92' left of centerline, 7' AGL/3186' MSL, Tree 1207' from DER, 587' left of centerline, 44' AGL/3228' MSL, Bushes beginning 282' from DER, 305' right of centerline, up to 10' AGL/3189'

MSL. Tree 4780' from DER, 895' right of centerline. 100' AGL/3304' MSL.

ARLINGTON. TX

ARI INGTON MUNI

DEPARTURE PROCEDURE: Rwv 16. climb heading 162° to 2500 before turning left, Rwv 34, climb heading 342° to 1400 before turning southeast bound.

NOTE: Rwy 16, multiple reils beginning 77' from departure end of runway, 127' right of centerline, 7' AGL/ 601' MSL. Multiple reils beginning 74' from departure end of runway, 126' left of centerline, 7' AGL/603' MSL. Tree 590' from departure end of runway, 480' right of centerline, 16' AGL/614' MSL. Rwy 34, tree 1083' from departure end of runway, 710' right of centerline, 35' AGL/670' MSL, Tree 705' from departure end of runway. 403' left of centerline, 38' AGL/654' MSL. Tree 231' from departure end of runway, 464' left of centerline, 35' AGL/642' MSL. Multiple trees beginning 1093' from departure end of runway, 415' right of centerline, up to 39' AGL/663' MSL.

Chart note: tower farm 7.2 NM southeast of airport up to 2549'MSI

ATLANTA, TX

HALL-MILLER MUNI

TAKE-OFF MINIMUMS: Rwv 15.500-2or std. with a min. climb of 260' per NM to 600

DEPARTURE PROCEDURE: Rwys 5,33, climb runway heading to 500 before turning.

NOTE: 248' AGL tower 1.09 NM southeast of departure end of runway 15.

BIG SPRING.TX

BIG SPRING MCMAHON-WRINKLE

TAKE-OFF MINIMUMS: Rwy 6, 600-3 or std. with a min. climb gradient of 370' per NM to 3300. DEPARTURE PROCEDURE: Rwy 17, climb runway

heading to 3100 before turning left.

NOTE: Rwv 6, cross departure end of runway at or above 35' AGL/2608' MSL. Tank, 7047' from departure end of runway, 2180' left of centerline, 135' AGL/2859' MSL,

BONHAM, TX

JONES FIELD

TAKE-OFF MINIMUMS: Rwy 17, 400-2 or std. with a min. climb of 350' per NM to 1100.

BORGER TX HUTCHINSON COUNTY (BGD)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: Rwv 17, 200-11/2 or std. w/min. climb of 421' per NM to 3400

NOTE: Rwv 3, tree 3200' from departure end of runway.

851'left of centerline 100' AGL /3129' MSL Rwv 17, pole 683' from departure end of runway, 396' right of centerline, 21' AGL/3090' MSL. Trees beginning 820' from departure end of runway 279' right of centerline up to 34' AGL/3093' MSL. Vehicle on road 219' from departure end of runway, 513' right to left of centerline. 15' AGL/3074' MSL Vehicle on road 1141' from departure end of runway, 772' right to left of centerline. 17' AGL/3086' MSL Trees beginning 1628' from departure end of runway, 207' left of centerline, up to 43' AGL/3112' MSL. Antenna 1427' from departure end of runway 15' left of centerline 46' AGL/3105' MSL Rwy 21, bush 138' from departure end of runway, 109' right of centerline 31'AGL/3040'MSL

BOWIE.TX

BOWIE MUNI (0F2) ORIG 09071 (FAA)

> NOTE: Rwy 17, tree 131' from DER, 311' right of centerline, 100' AGL/1169' MSL, Trees beginning 122' from DER, 313' left of centerline, up to 100' AGL/1199' MSL. Rwv 35, tree 418' from DER, 299' left of centerline, 100' AGL/1206' MSL, Vehicle on road 726' from DER, 471' left of centerline, 15' AGL/1131' MSL.

BRIDGEPORT, TX

BRIDGEPORT MUNI (XBP) AMDT 2 09351 (FAA)

AGI /969' MSI

TAKE-OFF MINIMUMS: Rwv 18, 400-2 or std. w/min. climb of 458' per NM to 1300. Rwy 36, 300-114 or std. w/min, climb of 427' per NM to 1200.

NOTE: Rwy 18, trees beginning 2383' from DER, 504' right of centerline, up to 100' AGL/1169' MSL. Trees beginning 2438' from DER, 525' left of centerline, up to 100' AGL/1109' MSL. Tower 1.2 NM from DER, 664' left of centerline, 55' AGL/1046' MSL, Tower 1,2 NM from DER, 1121' left of centerline, 55' AGL/1042' MSL. Rwy 36, trees beginning 111' from DER, 21' right of centerline, up to 100' AGL/851' MSL. Trees beginning 607' from DER, 430' left of centerline, up to 100' AGL/ 1039' MSL. Hanger 12' from DER, 424' right of centerline, 17' AGL/827' MSL. Multiple poles and towers beginning 1064' from DER, 297' left of centerline, 43'



BROWNFIELD.TX TERRY COUNTY (BFF)

ORIG 09295 (FAA)

NOTE: Rwv 2. aircraft on taxiway beginning at DER.

188' left of centerline up to 17' AGL/3281' MSL Vehicle on roadway, 121' from DER, 519' right of centerline, 15' AGI /3269 MSI Hangar 591 from DER 333 left of centerline, 30' AGL/3289' MSL, Tree 950' from DER, 179' right of centerline, 34' AGL/3299' MSL. Rwv 13. vehicles on roadway beginning 71' from DER 61' left of centerline, up to 15' AGL/3269' MSL, Rwv 20, tree 2937' from DER, 1108' right of centerline, 75' AGL/3329' MSI Rwv 31, vehicles on roadway beginning at DER 198' left of centerline, up to 15' AGL/3284' MSL. Aircraft on taxiway beginning at DER 253' right of centerline up to 17' AGL/3281' MSL. Vehicles on roadway beginning 299' from DER, 14' right of centerline up to 15' AGL/ 3284' MSI Hangar 572' from DER 597' right of centerline, 30' AGL/3299' MSL, Tree 1832' from DER.

CADDO MILLS, TX

CADDO MILLS MUNI

TAKE-OFF MINIMUMS: Rwvs 17L. 35R. NA.

233' right of centerline 75' AGL /3344' MSL

CANADIAN, TX

HEMPHILL COUNTY

TAKE-OFF MINIMUMS: Rwv 4, 300-11/4 or std. with a min, climb of 282' per NM to 2700, Rwy 18, std. w/min. climb of 239' per NM to 3600, or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 18, for climb in visual conditions cross Hemphill County Airport at or above 3600 before proceeding on course. Rwy 22, climb heading 216° to 3000 before turning left. NOTE: Rwv 4, grain elevator 5728' from departure end of

runway 1384'left of centerline 220' AGL /2580' MSL Tower 1.1 NM from departure end of runway, 6' right of centerline, 123' AGL/2548' MSL, Rwv 18, terrain 361' from departure end of runway, 569' left of centerline, 0' AGL/2409' MSL.

CLEBURNE, TX

CLEBURNE MUNI (CPT)

ORIG 08045 (FAA)

NOTES: Rwy 15, Tree 484' from departure end of runway, 211' left of centerline, 100' AGL/959' MSL, Light pole 1329' from departure end of runway, 285' right of centerline, 30' AGL/889' MSL. Rwy 33, Trees and light pole beginning 355' from departure end of runway, 45' right of centerline, up to 100' AGL/979' MSL. Trees beginning 1631' from departure end of runway, 94' left of centerline, up to 100' AGL/979' MSL.

COMMERCE, TX

COMMERCE MUNI

TAKE-OFF MINIMUMS: Rwy 18, 400-2 or std. with a min. climb 230' per NM to 900.

DALHART, TX

DALHART MUNI

TAKE-OFF MINIMUMS: Rwy 3, 600-2 or std. with a min. climb of 250 'per NM to 4400.

DALLAS, TX ADDISON

TAKE-OFF MINIMUMS: Rwv 15, 400-21/2 or std. with a

min_climb of 324' per NM to 1100 NOTE: Rwv 15, multiple buildings beginning 1085' from

departure end of runway, 21' left of centerline, up to 321' AGL/956' MSL. Building with antenna 1.9 NM from departure end of runway 968' right of centerline 345' AGI /975 MSI Pole 666 from departure end of runway 640' left of centerline, 60' AGL/681' MSL. Multiple trees beginning 721' from departure end of runway, 115' left of centerline, up to 40' AGL/675' MSL, Road, railroad beginning 268' from departure end of runway.5' right of centerline, up to 23' AGL/655' MSL, Rwv 33, multiple poles and trees beginning 640' from departure end of runway, 21' left of centerline, up to 60' AGL/709' MSL. Multiple buildings beginning 1225' from departure end of runway, 147' left of centerline, up to 37' AGL/697' MSL. Multiple buildings beginning 45' from departure end of runway, 458' right of centerline, up to 57' AGL/

COLLIN COUNTY RGNL AT MC KINNEY (TKI) AMDT 1 09351 (FAA)

696' MSL. Multiple poles beginning 922' from departure end of runway, 186' right of centerline, up to 60' AGL/

NOTE: Rwv 17, bush 29' from DER, 499' right of centerline. 5' AGL/591' MSL. Obstruction light on DME 400' from DER, 266' right of centerline, 16' AGL/602' MSL. Trees 784' from DER, 574' right of centerline, 39' AGL/625' MSL. Rwv 35. trees 1060' from DER, 634' right of centerline, 65' AGL/605' MSL, Trees beginning 1532' from DER, 632' left of centerline, up to 79' AGL/ 626' MSI

DALLAS EXECUTIVE

720'MSI

TAKE-OFF MINIMUMS: Rwv 17, 400-234 or std. w/min. climb of 275' per NM to 1200. DEPARTURE PROCEDURE: Rwy 13, climb via heading

129° to 2600 before turning westbound. Rwy 17, climb via heading 174° to 2600 before turning westbound Rwy 31, climb via heading 309° to 1600 before turning southbound. Rwy 35, climb via heading 354° to 1600 before turning southbound.

NOTE: Rwv 17. tree 468' from departure end of runway. 454' left of centerline, 35' AGL/699' MSL. Tree 113' from departure end of runway, 516' right of centerline, 30' AGL/679' MSL. Tree 871' from departure end of runway, 405' left of centerline, 35' AGI/685' MSL. Tree 651' from departure end of runway, 303' right of centerline, 35' AGL/699' MSL. Rwy 31, tree 481' from

departure end of runway, 552' right of centerline, 30' AGL/677' MSL. Tree 2978' from departure end of runway, 802' left of centerline, 46' AGL/732' MSL. Rwy 35, tree 534' from departure end of runway, 302' left of centerline, 34' AGL/671' MSL. Tree 745' from departure end of runway, 371' left of centerline, 35' AGL/672' MSL. Tree 972' from departure end of runway, 405' right of centerline, 35' AGL/675' MSL. Rwy 13, obstruction light on blast fence 109' from departure end of runway, 347' left of centerline, 6' AGL/658' MSL.



DALLAS, TX (CON'T) DALLAS-LOVE FIELD

TAKE-OFF MINIMUMS: Rwv 13L, std, with a min, climb

of 289' per NM to 1700. DEPARTURE PROCEDURE: Rwv 13 R. use

BACHMAN DEPARTURE Rwv 18, climb via heading via heading 310° to 1200 before turning left.

180° to 1300 before turning left, Rwys 31L, 31R, climb NOTE: Rwv 13L, multiple poles and trees beginning 844' from departure end of runway, 515' left of centerline, up to 54' AGL/541' MSL. Crane 5270' from departure end of runway, 568' left of centerline, 130' AGL/630' MSL. Antenna on tank 1.5 NM from departure end of runway. 369' left of centerline, 208' AGL/712' MSL. Rwv 18. building 303' from departure end of runway, 354' right of centerline, 47' AGL/507' MSL. Tree 775' from departure end of runway, 138' right of centerline, 32' AGL/513' MSL. Tree 821' from departure end of runway, 329' right of centerline, 39' AGL/519' MSL. Tree 1031' from

departure end of runway, 107' right of centerline, 49' AGL/530' MSL. Tree 1254' from departure end of runway, 399' left of centerline, 50' AGL/531' MSL. Tree 2004' from departure end of runway, 413' right of centerline, 55' AGL/536' MSL, Rwv 31L, multiple trees beginning 327' from departure end of runway, 374' right of centerline, up to 22' AGL/501' MSL, Rwv 31R, multiple trees beginning 366' from departure end of runway, 552' right of centerline, up to 29' AGL/505' MSL, Pole 39' from departure end of runwy, 501' left of centerline, 27' AGL/487 MSL. Pole 1531 from departure end of runway, 717' right of centerline, 61' AGL/521' MSL Trees 2080' from departure end of runway, 644' right of centerline, 54' AGL/530' MSL, Rwv 36, tree 52' from departure end of runway, 390' left of centerline, 43' AGL/ 523' MSL. Obstructioin light on blast fence, 56' from departure end of runway, 298' right of centerline, 7' AGL/ 487' MSL. Trees 433' from departure end of runway. 357' right of centerline, 16' AGL/496' MSL, Trees 661' from departure end of runway, 95' left of centerline, 25' AGL/505' MSL. Building 898' from departure end of runway, 223' right of centerline, 25' AGL/505' MSL. Tree 1773' from departure end of runway, 240' right of centerline, 79' AGL/559' MSL. Multiple transmission

DALLAS-FORT WORTH, TX

DALLAS-FORT WORTH INTL

TAKE-OFF MINIMUMS: Rwy 35R, 200-11/2 or std. w/ min, climb of 221' per NM to 800, or alternatively, with standard takeoff minimums and a normal 2001/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

line towers beginning 2577' from departure end of

runway, 116' left of centerline, up to 68' AGL/556' MSL.

Transmission line tower 2701' from departure end of

runway, 818' right of centerline, 68' AGL/572' MSL.

DEPARTURE PROCEDURE: Rwy 35R, climb heading 354° to 1200 before turning right.

NOTE: Rwv 31L, tree 1229' from departure end of runway. 730' right of centerline, 28' AGL/637' MSL

Transmission pole 3403' from departure end of runway. 1399' right of centerline, 86' AGL/708' MSL. Multiple trees beginning 928' from departure end of runway, 724' left of centerline, up to 55' AGL/654' MSL, Rwv 35R. multiple buildings beginning 5443' from departure end of runway, 202' right of centerline, up to 173' AGL/714' MSL.

DECATUR. TX DECATUR MUNI (LUD)

AMDT 2 08157 (FAA)

TAKF-OFF MINIMUMS: Rwv 17. std. with a min. climb of 290' per NM to 3500, or 1400-21/2 for climb in visual conditions Rwv35, std with a min_climb of 315 per NM to 3500, or 1400-21/2 for climb in visual conditions. DEPARTURE PROCEDURE: Rwys 17, 35, For climb in visual conditions, cross Decatur Muni Airport at or above 2400, before proceeding on course. NOTE: Rwv 17, tower 5150' from departure end of runway, 896' right of centerline, 117' AGL/1173' MSL.

DENTON.TX

DENTON MUNI

NOTE: Rwv 17, multiple trees beginning 190' from departure end of runway, 178' right of centerline, up to 66' AGL/665' MSL. Building 371' from departure end of runway, 261' left of centerline, 14' AGL/643' MSL, Rwy 35, tree 1242' from departure end of runway, 806' right of centerline, 63' AGL/692' MSL.

DYESS AFB (KDYS). ABILENE TX

TAKE-OFF OBSTACLES: RWY 16: Tree, 100' AGL/ 1911' MSL, 2603' from DER, 484' right of centerline. Tree, 100' AGL/1888' MSL, 2720' from DER, 1153' left of centerline, Tree, 100' AGL/1885' MSL, 2679' from DER, 1218' left of centerline, Tree, 100' AGL/1888' MSL, 2203' from DER, 1150' right of centerline, Tree. 100' AGL/1888' MSL, 2194' from DER, 1177' right of centerline, Tree, 100' AGL/1885' MSL, 2639' from DER, 1207' left of centerline, Tree, 100' AGL/1885' MSL, 2621' from DER, 1173' left of centerline, Tree, 100' AGL/1885' MSL, 2616' from DER, 1201' left of centerline, Tree, 100' AGL/1885' MSL, 2576' from DER, 1190' left of centerline, RWY 34: Terrain, 1796' MSL, 173' from DER, 545' left of centerline, Terrain, 1791' MSL, 19' from DER, 499' left of centerline, ASSAULT STRIP 162°: Vehicle, 15' AGL/1871' MSL, 104' from DER, 525' right of centerline. Terrain, 0' AGL/1805' MSL, 22' from DER, 95' left of centerline. ASSAULT STRIP 342° Tree, 100' AGL/1824' MSL, 2060' from DER, 249' right of centerline, Tree, 100' AGL/1824' MSL, 1768' from DER, 299' right of centerline, Tree, 100' AGL/1824' MSL, 1602' from DER, 89' right of centerline. Tree, 100' AGL/1826' MSL, 1335' from DER, 272' right of centerline. Tree, 100' AGL/1824' MSL, 1134' from DER, 344' right of centerline. Tower, 16' AGL/1807' MSL, 370' from DER, 226' right of centerline, Terrain, 0' AGL/

EASTLAND, TX

EASTLAND MUNI

TAKE-OFF MINIMUMS: Rwy 35, 300-1 1/2 or std. with min. climb of 416' per NM to 1800.

1794' MSL, 17' from DER, 240' left of centerline.

NOTES: Rwy 17, multiple trees beginning 261' from departure end of runway left and right of centerline up to 100' AGL/1549' MSL. Rwy 35, multiple trees beginning 49' from departure end of runway 371' right of centerline and 871' from departure end of runway left and right of centerline up to 100' AGL/1689' MSL.





FLOYDADA, TX

FLOYDADA MUNI (41F) ORIG 09295 (FAA)

NOTE: Rwy 17. silo 3320' from DER. 355' right of centerline 149' AGL /3329' MSL Building 3648' from DER, 248' right of centerline, 108' AGL/3289' MSL. Rwv 35. road and vehicle beginning 525' from DER, 19' left and right of centerline, up to 15' AGL/3202' MSL.

FORT WORTH, TX

BOURLAND FIELD (50F)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwv 17, std w/min_climb of 453' per NM to 1500 or 300-1 and min, climb of 211' per NM to 1500 or 900-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 17, for climb in visual conditions: cross Bourland Field at or above 1600 before proceeding on course

NOTE: Rwy 17, trees beginning 65' from departure end of runway, 8' left of centerline, up to 30' AGL/969' MSL, Rwy 35, terrain beginning 15' from departure end of runway 9' right of centerline, up to 981' MSL. Terrain beginning 91' from departure end of runway 36' left of centerline up to 959' MSL. Vehicle on road 276' from departure end of runway, 346' right of centerline, 17' AGL/869' MSL,

FORT WORTH ALLIANCE

TAKE-OFF MINIMUMS: Rwv 16L, 300-21/4 or std. w/ min, climb of 208' per NM to 1100, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient. Takeoff must occur no later than 1400' prior to departure end of runway, Rwy 16R, 300-214 or std. w/ min. climb of 210' per NM to 1100, or alternatively, w/ standard takeoff minimums and a normal 200 / NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway.

DEPARTURE PROCEDURE: Rwv 16R, climb heading 163° to 1200 before turning right.

NOTE: Rwy 16L, light pole 1285' from departure end of runway, 689' left of centerline, 48' AGL/697' MSL, Water tower 1.8 NM from departure end of runway, 3122' right of centerline, 148' AGL/954' MSL. Rwy 16R, fence 4' from departure end of runway, 250' right of centerline, 12' AGL/669' MSL, Water tower 1.8 NM from departure end of runway, 2521' right of centerline, 148' AGL/954' MSL. Tower 1.5 NM south of departure end of runway, 4138' right of centerline, 203' AGL/1002' MSL. Rwy 34L, fence 8' from departure end of runway, 250' left of centerline, 6' AGL/719' MSL. Railroad 421' from departure end of runway, 409' left of centerline, 23' AGL/738' MSL, Rwy 34R, antenna 218' from departure end of runway, 146' left of centerline, 28' AGL/728' MSL.

FORT WORTH, TX (CON'T) FORT WORTH MEACHAM INTI

TAKF-OFF MINIMUMS: Rwv 9. 300-11/2 or std. w/min.

climb of 216' per NM to 1000, or alternatively, w/ standard takeoff minimums and a normal 2001/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway, Rwv 34, 300-2 or std, w/min. climb of 222' per NM to 1100, or alternatively, w/ standard takeoff minimums and a normal 200 / NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway DEPARTURE PROCEDURE: Rwy 9, climb heading

092° to 2000 before proceeding on course. Rwy s 16, 17. climb heading 164° to 2000 before proceeding on

NOTE: Rwv 9, windsock 293' from departure end of runway, 354' left of centerline, 51' AGL/721' MSL, Sign on building 481' from departure end of runway, 407' right of centerline, 39' AGL/702' MSL. Sign 2448' from departure end of runway, 540' left of centerline, 75' AGL/ 742' MSL. Grain elevators beginning 7085' from departure end of runway, 2191' left of centerline, 229' AGL/877' MSL. Rwy 17, bush 13' from departure end of runway, 160' right of centerline, 21' AGL/674' MSL. Antenna 953' from departure end of runway, 394' left of centerline, 72' AGL/722' MSL. Hangar 1380' from departure end of runway, 744' left of centerline, 43' AGL/ 703' MSL. Rwy 27, tree 239' from departure end of runway, 492' left of centerline, 35' AGL/685' MSL, Rwy 34, multiple trees 974' from departure end of runway, 62' right of centerline, up to 47' AGL/746' MSL. Grain elevator 1.52 NM from departure end of runway, 2775' right of centerline, 254' AGL/969' MSL. Rwy 35, tree 1' from departure end of runway, 248' left of centerline, 40' AGL/690' MSL. Tree 567' from departure end of runway, 225' right of centerline, 45' AGL/699' MSL. Bush 55' from departure end of runway, 143' left of centerline, 21' AGL/681' MSL. Obstruction light on dam 1359' from departure end of runway, 1' right of centerline, 46' AGL/ 706' MSL.

FORT WORTH SPINKS

TAKE-OFF MINIMUMS: Rwvs 17L.35R. NA. (Environmental)

DEPARTURE PROCEDURE: Rwv 17R climb heading 173° to 1200 before turning right.

NOTE: Rwy 17R, tree 4909' from departure end of runway, 1556' left of centerline, 60' AGL/830' MSL.

FORT WORTH, NAS JRB (CARSWELL FLD) (NFW)

FORT WORTH, TX

CAUTION: Rwy 17 departure surface begins at 5' above DER elevation.



$\overline{f V}$ take-off minimums and (obstacle) departure procedures $\overline{f V}$

GAINESVILLE, TX GAINESVILLE MUNI (GLE)

ORIG 09127 (FAA)

NOTE: Rwy 17, trees and poles beginning 1' from DER

472' right and left of centerline, up to 25' AGL/819' MSL.

Rwv 30. taxiwavs beginning 651' from DER, crossing

centerline left to right 859' MSL. Trees and terrain beginning 2' from DER, 14' left and right of centerline.

un to 64' AGL/890' MSL Rwv 35, terrain trees poles road, and vehicle beginning 149' from DER, 51' left of

centerline, up to 95' AGL/940' MSL. Terrain and poles beginning 13' from DER, 85' right of centerline, up to 37' AGI /882'MSI

GLADEWATER.TX

GLADEWATER MUNI

TAKE-OFF MINIMUMS: NOTE: Rwv 14, temp oil rig 390' MSL, 1853' from departure end of runway, 718' left of contarlina

GRAHAM, TX

GRAHAM MUNI

DEPARTURE PROCEDURE: Rwvs 17.21. climb runway heading to 2000 before proceeding on course.

NOTE: Rwy 17, light pole 21' from departure end of runway, 195' left of centerline, 30' AGL/1141' MSL, Light pole 86' from departure end of runway, 381' left of centerline, 50' AGL/1168' MSL.

GRANBURY.TX

GRANBURY RGNI

TAKE-OFF MINIMUMS: Rwv 14.300-1. NOTE: Rwv 14, power line 1922' from departure end of runway, 176' right of centerline, 52' AGL/862' MSL.

GRAND PRAIRIE. TX

GRAND PRAIRIE MUNI (GPM)

AMDT 4 09295 (FAA)

DEPARTURE PROCEDURE: Rwy 17, climbing right turn to 2000 via heading 200° and TTT R-180 to NINAE/ TTT 24 DME before proceeding on course, DME

Required. Rwy 35, climb heading 356° to 1400 before turning south. NOTE: Rwy 17, antenna 190' from DER, 456' right of centerline, 26' AGL/615' MSL. Road, multiple poles and

signs beginning 570' from DER, 410' right of centerline. up to 31' AGL/620' MSL. Tree 1506' from DER, 517' right of centerline, 37' AGL/617' MSL. Rwy 35, tree 837' from DER 204' left of centerline, up to 100' AGL/665' MSL. Pole 2687' from DER, 122' left of centerline, up to 75' AGL/653' MSL.

GREENVILLE. TX

MAJORS (GVT)

AMDT 1 08269 (FAA)

NOTE: Rwy 17, trees beginning 1832' from departure end of runway, 397' right of centerline, up to 49' AGL/578' MSL.

HASKELL. TX

HASKELL MUNI

TAKE-OFF MINIMUMS: Rwv 18, 600-2 or std. with a min. climb of 340' per NM to 2300.

DEPARTURE PROCEDURE: Rwy 18, climb runway 09351 heading to 2300 before proceeding on course.

HENDERSON TX RUSK COUNTY

DEPARTURE PROCEDURE: Rwy 12, climb to 1100'

before turning northbound, Rwv 34, climb to 2200' before turning westbound.

HILLSBORO, TX HILLSBORO MUNI

TAKE-OFF MINIMUMS: Rwv 16, 600-3 or std. w/min. climb of 250' per NM to 1500, or 1100-2 1/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 16, for climb in visual conditions: Cross Hillshoro Muni Airport at or above 1600 before proceeding on course.

LANCASTER, TX

LANCASTER

TAKE-OFF MINIMUMS: Rwv 31, 200-1% or std. w/min. climb of 222' per NM to 800

DEPARTURE PROCEDURE: Rwv 31, climb via heading 314° to 1900 before turning left. NOTE: Rwv 31. multiple trees beginning 1133' from

departure end of runway, 479' left of centerline, up to 40' AGL/541'MSL. Trees 886' from departure end of runway, 637' right of centerline, 35' AGL/536' MSL. Multiple poles beginning 5613' from departure end of runway, 1171' right of centerline, up to 101' AGL/661' MSL.

LEVELLAND. TX

LEVELLAND MUNI

TAKE-OFF MINIMUMS: Rwv 26, 600-3 or std. with a min, climb of 250' per NM to 4300. Rwv 35, 400-2 or std. with a min, climb of 230' per NM to 4000. NOTE: Rwv 26, cross departure end of runway at or

above 35' AGL/3537' MSL. Rwv 35, cross departure end of runway at or above 35' AGL/3540' MSL. Rwy 35. tower, 10,185 from departure end of runway, 2828 left of centerline, 304' AGL/3821 MSL.

LONGVIEW, TX

EAST TEXAS RGNL (GGG) AMDT 1 08325 (FAA)

NOTE: Rwy 13, multiple trees 720' from departure end of

runway, 547' left of centerline, up to 50' AGL/404' MSL. Multiple trees 1381' from departure end of runway, 600' right of centerline, up to 55' AGL/409' MSL. Rwy 18, multiple trees beginning 790' from departure end of runway, left and right of centerline, up to 94' AGL/459' MSL, Rwv 31, tree 1489' from departure end of runway. 842' left of centerline, 49' AGL/406' MSL. Tree 1737' from departure end of runway, 755' right of centerline, 63' AGL/420' MSL. Rwy 36, multiple trees beginning 1590' from departure end of runway, 520' left of centerline, up to 84' AGL/438' MSL, Tree 2384' from departure end of runway, 18' right of centerline, 65' AGL/419'MSL





09351

MESQUITE. TX MESOUITE METRO

DEPARTURE PROCEDURE: Rwv 17 climb heading

175° to 900 before turning left. NOTE: Rwv 17, multiple trees, sign and fences beginning

10' from departure end of runway, 362' left of centerline. up to 35' AGL/478' MSL Rwy 35, hangar 53' from departure end of runway, 497' left of centerline, 23' AGL/

470' MSL. Multiple trees and poles beginning 999' from departure end of runway 708' left of centerline up to 44'

AGL/483' MSL. Bush 45' from departure end of runway. 466' right of centerline, 10' AGL/457' MSL, Pole 814

from departure end of runway, 288' right of centerline, 27' AGL/467' MSL. Construction equipment 892' from departure end of runway 628' right of centerline 59' AGI /489'MSI

MIDLOTHIAN/WAXAHACHIE.TX

MID-WAY

DEPARTURE PROCEDURE: Rwv 18, northbound departures climb runway heading to 1500 before proceeding on course. Rwv 36, northbound and westbound departures climb heading 020° to 2700 before proceeding on course.

MINEOLA-QUITMAN. TX

WOOD COUNTY

NOTE: Rwv 18, trees 336' from departure end of runway. 484' right of centerline, 100' AGL/549' MSL, Trees 775' from departure end of runway 339' right of centerline. 100' AGL/559' MSL. Trees 942' from departure end of runway, 460' right of centerline, 100' AGL/559' MSL. Trees 23' from departure end of runway, 239' right of centerline. 100' AGL/534' MSL. Trees 33' from departure end of runway, 495' right of centerline, 100' AGL/534' MSL. Trees 239' from departure end of runway, 453' left of centerline, 100' AGL/539' MSL. Trees 11' from departure end of runway, 474' left of centerline, 100' AGL/529' MSL. Trees 16' from departure end of runway, 253' left of centerline, 100' AGL/ 529' MSL. Terrain 932' from departure end of runway, 204' right of centerline, 0' AGL/460' MSL. Terrain 326' from departure end of runway, 228' right of centerline, 0' AGL/443' MSL. Terrain 912' from departure end of runway, 308' left of centerline, 0' AGL/457' MSL. Terrain 629' from departure end of runway, 216' right of centerline, 0' AGL/450' MSL. Terrain 639' from departure end of runway, 472' right of centerline, 0' AGL/ 450' MSL. Terrain 922' from departure end of runway. 52' left of centerline, 0' AGL/457' MSL. Terrain 14' from departure end of runway, 17' left of centerline, 0' AGL/ 434' MSL. Rwy 36, trees 1 foot from departure end of runway, 240' right of centerline, 100' AGL/509' MSL. Trees 780' from departure end of runway, on centerline. 100' AGL/509' MSL. Trees 450' from departure end of runway, 270' left of centerline, 100' AGL/499' MSL.

MINERAL WELLS, TX

centerline, 100' AGL/479' MSL.

MINERAL WELLS

TAKE-OFF MINIMUMS: Rwy 31, 500-3 or std. with a min. climb of 220' per NM to 1600.

Trees 450' from departure end of runway, 350' right of

NOTE: Rwy 31, cross departure end of runway at or above 35' AGL/948' MSL.

MOUNT PLEASANT, TX MOUNT PLEASANT RGNL (OSA)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: Rwv 35, 300-11/2 or std. w/min climb of 309' per NM to 700, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1,600' prior to departure end of runway. NOTE: Rwv 17, trees 1231 from departure end of runway, 679' right of centerline, 100' AGL/399' MSL.

Rwv 35. tower 1.04 NM from departure end of runway. 1261' right of centerline, 180' AGL/539' MSL, Trees 695' from departure end of runway, 614' left of centerline.

PARIS. TX COX FIFI D

100'AGL/469'MSL

NOTE: Rwv 17, multiple trees beginning 88' from departure end of runway, 299' right of centerline, up to 50' AGL/558' MSL. Rwv 35, bushes and pole beginning 406' from departure end of runway, 402' left of centerline up to 35' AGL/573' MSL. Multiple trees beginning 161' from departure end of runway, 81' right of centerline, up to 50' AGL/578' MSL. Rwv 32, multiple trees beginning 716' from departure end of runway, 488' right of centerline, up to 50' AGL/568' MSL.

PLAINS, TX

YOAKUM COUNTY (F98)

ORIG 08269 (FAA)

NOTE: Rwv 3, tree 948' from departure end of runway. 725' left of centerline, 50' AGL/3769' MSL, Rwy 17. vehicle on road 99' from departure end of runway, 476' right of centerline, 15' AGL/3699' MSL, Rwv 35, vehicle on road 546' from departure end of runway, 527' left of centerline, 15' AGL/3714' MSL.

ROCKWALL, TX

ROCKWALL MUNI

NOTE: Rwy 17, cross departure end of runway at or above 598' MSL/35' AGL. East-west road at departure end of runway, 10' AGL/574' MSL. East-west railroad track 860' from departure end of runway, 23' AGL/612' MSL. Rwv 35, cross departure end of runway at or above 594' MSL/35' AGL. Multiple transmission towers from 318' to 467' from departure end of runway, left and right of centerline, from 60' AGL/590' MSL to 75' AGL/ 614'MSL

SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

WICHITA FALLS,TX AMDT 1 09351

DEPARTURE PROCEDURE: Rwy 15R/15C/15L, Climb on track 150° to 2500' before turning Westbound.

Rwy 17, Climb heading 160° to 2500', intercept SPS VORTAC R-120 outbound, Cross SPS R-120/8 DME (HUNEP) at or below 2500', then climb and maintain 5000' or higher as assigned. Turn on course after

reaching 3100', Rwv 35, Climb heading 350° to 1500' then proceed on course. TAKE-OFF OBSTACLES: Rwv 17. Light pole 31' AGL/

1040' MSL, 837' from DER, 726' left of centerline. Rwy 35, Large frame aircraft parking, 56' AGL/1053' MSL, 337' from DER, 542' left of centerline, Large frame aircraft parking, 56' AGL/1053' MSL, 451' from

DER, 573' left of centerline.





SNYDER.TX WINSTON FIELD

DEPARTURE PROCEDURE: Rwy 26, climb via heading

263° to 3000 prior to turning northbound

SPEARMAN, TX

SPEARMAN MUNI (F42)

ORIG 09015 (FAA) TAKE-OFF MINIMUMS: Rwv 20, 300-1% or std. w/min.

climb of 286' per NM to 3500

NOTE: Rwy 20. Vehicle on road 174' from departure end of runway 496' right of centerline 15' AGL /3094' MSL Tower 4330' from departure end of runway, 575' left of centerline, 100' AGL/3228' MSL, Tower 1,26 NM from departure end of runway 2533' left of centerline 250' AGL/3355' MSL.

STEPHENVILLE.TX

CLARK FIELD MUNI

NOTE: Rwv 32, trees beginning 1687' from departure end of runway, 124' right of centerline, 80' AGL/1389' MSL.

STRATFORD, TX

STRATEORD FIELD

TAKE-OFF MINIMUMS: Rwv 22, 400-2 or std. with a min. climb of 290' per NM to 4100.

SULPHUR SPRINGS, TX

SUI PHUR SPRINGS MUNI

TAKE-OFF MINIMUMS: Rwv 18, 400-2.

DEPARTURE PROCEDURE: Rwys 18.36 climb to 900 before proceeding east of airport.

TERRELL.TX

TERREII MUNI

TAKE-OFF MINIMUMS: Rwv 32, std. with a min. climb of 430' per NM to 800.

NOTE: Rwv 32, cross departure end of runway at or above 35' AGL/508' MSL. Rwy 32, tower, 3364' from departure end of runway, 1069' left of centerline, 125' AGL/624' MSL.

TYLER, TX TYLER POLINDS RGNI

NOTE: Rwv 4, road and vehicle 605' from departure end

of runway, 643' left of centerline, 15' AGL/544' MSI Multiple trees beginning 648' from departure end of runway, 301' right of centerline, up to 74' AGL/576' MSL. Rwv 13, road, antenna and multiple trees beginning 607' from departure end of runway, 272' left of centerline, up to 73' AGL/614' MSL. Multiple trees beginning 12' from departure end of runway, 290' right of centerline, up to 73' AGL/581' MSL. Rwy 17, tree 970' from departure end of runway, 362' left of centerline, 57' AGL/586' MSL. Tree 1339' from departure end of runway, 207' right of centerline, 69' AGL/578' MSL, Rwv 22, multiple trees beginning 166' from departure end of runway, 92' left of centerline, up to 86' AGL/605' MSL. Terrain and multiple trees beginning 28' from departure end of runway, 323' right of centerline, up to 46' AGL/626' MSL. Rwv 31, road and multiple trees beginning 326' from departure end of runway, 533' right of centerline, up to 78' AGL/564' MSL. Multiple trees beginning 907' from departure end of runway, 666' left of centerline, up to 67' AGL/556' MSL. Rwv 35. road 901' from departure end of runway, on centerline, 15' AGL/544' MSL. Multiple trees and tower beginning 1068' from departure end of runway. 303' right of centerline, up to 73' AGL/574' MSL.

WICHITA FALLS, TX

KICKAPOO DOWNTOWN

TAKE-OFF MINIMUMS: Rwy 17, 1100-2 or std. with a min. climb of 370' per NM to 2300. Rwy 35, 1100-2 or std. with a min. climb of 380' per NM to 2300.

WICHITA VALLEY TAKE-OFF MINIMUMS: Rwys 13,16, turn right after

take-off to avoid 2049' tower 4 NM southeast of airport.

WINNSBORO, TX

WINNSBORO MUNI

DEPARTURE PROCEDURE: Rwv 1.19. climb runwav heading to 1000 prior to turn.



INSTRUMENT APPROACH PROCEDURE CHARTS

IF TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in

avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSI

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ALICE, TX

ALICE INTI

NOTE: Rwv 17, multiple poles beginning 601 from departure end of runway, 413' right to 340' left of centerline, up to 36' AGL/204' MSL. Multiple trees beginning 205' from departure end of runway, 348' left to 317' right of centerline, up to 26' AGL/194' MSL. Rwy 26, building 797' from departure end of runway, 366' left of centerline, 30'AGL/208' MSL, Tree 812' from departure end of runway, 301' left of centerline, 27' AGL/ 205' MSL, Rod on OL DME, 715' from departure end of runway, 258' right of centerline, 21' AGL/ 199' MSL. Steel post 83' from departure end of runway, 344' right of centerline, 4' AGL/181' MSL, Rwv 31, rod on OL DME 388' from departure end of runway, 256' left of centerline, 21' AGL/199' MSL. Tree 439' from departure end of runway, 608' left of centerline, 16' AGL/194' MSL. Steel post 2 from departure end of runway, 251 right of centerline, 164' AGL/181' MSL, Tree 1067' from departure end of runway, 359' right of centerline, 28' AGL/206' MSL. Rwv 35, windmill 1461' from departure end of runway, 164' left of centerline, 140' AGL/214' MSL. Bush 330' from departure end of runway, 287' right of runway, 14' AGL/185' MSL.

NAME

TAKE-OFF MINIMUMS

ALPINE, TX

ALPINE-CASPARIS MUNI

TAKE-OFF MINIMUMS: Rwys 19, 23, DAY 1700-2;

DEPARTURE PROCEDURE: Rwy 1, climb direct BWR NDB: Rwvs 5.19.23, climbing left turn direct BWR NDB. All aircraft continue climb in holding pattern (Hold N. left turns, 194° inbound) (Maximum holding airspeed 175K) to 7000 before proceeding on course.

AUSTIN, TX

AUSTIN-BERGSTROMINTL

DEPARTURE PROCEDURE: Rwvs 35L, 35R, climb via heading 353° to 1800 before turning left on course. NOTE: Rwy 17L, trees beginning 498' from departure end of runway, 576' left of centerline, up to 80' AGL/517' MSL. Tree 617' from departure end of runway, 585' right of centerline, 55' AGL/498' MSL, Rwv 17R, trees 1007' from departure end of runway, 739' right of centerline, up to 61' AGL/523' MSL. Rwy 35R, tree 817' from departure end of runway, 664' right of centerline, 55' AGL/528'MSL.



AUSTIN. TX (CON'T) LAKEWAY AIRPARK (3R9)

AMDT 1 08101 (FAA)

TAKF-OFF MINIMUMS: Rwvs 16, 34, 1000-21/2 for

climb in visual conditions

DEPARTURE PROCEDURE: Rwvs 16.34. For climb in

visual conditions cross Lakeway Airpark airport at or above 1900 MSL before proceeding on course NOTE: Rwv 16, powerline 303' from departure end of

runway, right and left of centerline, 79' AGL/967' MSL. Trees beginning 8243' from departure end of runway 324'right of centerline, up to 50' AGL/1169' MSL. Road 114' from departure end of runway, right and left of centerline, 15' AGL/954' MSL, Tower 2,11 NM from departure end of runway, 1314' right of centerline, 195' AGL/1326' MSL. Towers starting 1.6 NM from departure end of runway, 4821' left of centerline, up to 150'AGL/ 1450' MSL, Tree 2085' from departure end of runway. 186' left of centerline, 50' AGL/969' MSL, Rwy 34, trees beginning 800' from departure end of runway, 426' left of centerline up to 50' AGL /1009' MSL. Trees beginning 1374' from departure end of runway, 141' right of centerline, up to 50' AGL/969' MSL, House 499' from

MŚI **BEEVILLE, TX**

BEEVILLE MUNI

TAKE-OFF MINIMUMS: Rwvs 18. 36. NAenvironmental, Rwv 30, 300-2 or std, w/min, climb of 239' per NM to 700.

departure end of runway, on centerline, 50' AGL/969'

NOTE: Rwv 30, tower 1.5 NM from departure end of runway 2566' right of centerline, 230' AGL/542' MSL.

BIG LAKE, TX

REAGAN COUNTY

TAKE-OFF MINIMUMS: Rwvs 9.27. NA-environmental. NOTE: Rwv 16, road 384' from departure end of runway. 603' right of centerline, 17' AGL/2716' MSL,

BIGGS AAF (KBIF)

FORT BLISS, TX 07130

Rwv 21: Left turn direct to ELP VORTAC, continue climb via R-130 to airway MEA or as directed by ATC. Rwy 3: Right turn direct to ELP VORTAC, continue climb via R-130 to airway MEA or as directed by ATC.

BRADY.TX

CURTIS FIELD (BBD)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: Rwvs 8.26. NA-Environmental. NOTES: Rwy 17, Light poles, trees, fence, terrain, and vehicle on road beginning 50' from departure end of runway, 362' left of centerline, up to 30' AGL/1827' MSL. Trees beginning 17' from departure end of runway, 216' right of centerline, up to 30' AGL/1818' MSL.

BURNET TX BURNET MUNI KATE CRADDOCK FIELD

AMDT 1 09351 (FAA)

NOTE: Rwv 1, trees and cars beginning 362 from DER

488' right of centerline, up to 100' AGL/1379' MSL. Trees and cars beginning 274' from DER, 86' left of centerline. up to 100' AGL/1419' MSL. Rwy 19, trees beginning 32' from DER. 103' right of centerline, up to 100' AGL/1379' MSL. Trees beginning 188' from DER. 332' left of centerline, up to 100' AGL/1369' MSL.

CARRIZO SPRINGS, TX DIMMIT COUNTY

DEPARTURE PROCEDURE: Rwv 31, climb runway heading to 1200 prior to left turn to avoid 1114' antenna west of airport

COMANCHE, TX

COMANCHE COUNTY-CITY

TAKE-OFF MINIMUMS: Rwvs 13.31. NA-Environmental

NOTE: Rwv 17, road at departure end of runway 134' right of centerline, 15' AGL/1394' MSL, road 784' from departure end of runway, 324' right of centerline, 15' AGL/1404' MSL. Rwy 35, trees beginning 464' from departure end of runway, across centerline, up to 50' AGI /1429'MSI

CORPUS CHRISTI, TX

CORPUS CHRISTI INTL (CRP)

AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: Rwv 35, 400-234 or std. w/min. climb of 229' per NM to 600.

DEPARTURE PROCEDURE: Rwv31, Climb heading 309° to 1200 before turning westbound.

NOTE: Rwy 17, antenna on building 24' AGL/64' MSL. 749' from departure end of runway, 694' left of centerline. Rwv 35. tower 401' AGL/423' MSL, 2,21 NM from departure end of runway, 3757' left of centerline.

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

CORPUS CHRISTI, TX. ORIG 08325 TAKE-OFF OBSTACLES: Rwy 13L, Powerline, 139' MSL, 3884' from DER, 457' left of centerline. Pylon, 112' MSL, 3304' from DER, 362' right of centerline. Pylon, 112' MSL, 3476' from DER, 1017' right of centerline. Pylon, 110' MSL, 3137' from DER, 299' left of centerline. Pylon, 107' MSL, 3561' from DER, 665' left of centerline. Rwy 13R, Powerline, 139' MSL, 4434' from DER, 1208' left of centerline, Pvlon, 100' MSL, 3686' from DER. 1050' left of centerline.



COTULLA. TX

COTULLA-LA SALLE COUNTY (COT)

ORIG 07354 (FAA)

NOTE: Rwy 13, road 2768' from departure end of runway.

53' left of centerline 18' AGI /484' MSI Tree 5520' from departure end of runway, 1764' left of centerline, 50'

AGI /480' MSI Tree 2 NM from departure end of 1264' from departure end of runway, 93' right of

runway, 778' left of centerline, 50' AGL/579' MSL. Tree centerline, 50' AGL/499' MSL, Tree 1.3 NM from

departure end of runway, 1116' right of centerline, 50'

end of runway, 153' right of centerline 23' AGL/472'

AGL/464' MSL. Rwv 31. railroad 2934' from departure MSL. Tree 1669' from departure end of runway, 66' right of centerline, 50' AGL/499' MSL. Tree 1.2 NM from

departure end of runway, 2290' right of centerline, 50'

AGL/562' MSL. Terrain beginning 80' from departure

end of runway, 428' left of centerline, up to 496' MSL.

Terrain 123' from departure end of runway, 379' right of centerline 496'MSI

DEL RIO. TX DEL RIO INTI

> DEPARTURE PROCEDURE: Rwy 13, climb to 1500 prior to left turn

DEVINE.TX

DEVINE MUNI

TAKE-OFF MINIMUMS: Rwy 35, climb runway heading to 1000 prior to right turn.

EAGLE PASS. TX

MAVERICK COUNTY MEMORIAL INTL (5T9)

ORIG 08269 (FAA) NOTE: Rwv 13. vehicle on road 171' from departure end of

runway, 393' right of centerline, 15' AGL/894' MSL.

EDINBURG.TX

SOUTH TEXAS INTL AT EDINBURG

TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon

and cable to 15000' MSL in R-6317. Rwy 14, 276/37.9 NM, Rwy 32, 276/38.5 NM.

NOTE: Rwy 14, tree 1109' from departure end of runway,

525' right of centerline, 19' AGL/108' MSL. Terrain 20' from departure end of runway, 312' right of centerline, 0' AGL/74' MSL. Rwy 32, multiple poles beginning 831' from departure end of runway, 53' right of centerliine, up to 32' AGL/111' MSL. Road 640' from departure end of

runway, 671' right of centerline, 17' AGL/96' MSL.

EL PASO, TX

EL PASO INTL

minimums.

09351

TAKE-OFF MINIMUMS: Rwys 8L, 26R, NA. Rwy 26L, 3000-2 or std. with a min. climb of 490' per NM to 6300.

DEPARTURE PROCEDURE: Rwy 4, right turn. Rwy 8R, left turn, climb direct ELP VORTAC, continue climb via ELP R-150 to airway MEA or comply with

RADAR vectors. Rwy 22, climbing left turn heading 120° to intercept and climb via ELP R-150 to airway MEA

or comply with RADAR vectors. Rwy 26L, climbing left turn heading 120° to intercept and climb via ELP R-150 to airway MEA or comply with RADAR vectors. This

departure requires compliance with published take-off

FALFURRIAS.TX BROOKS COUNTY (BKS)

AMDT 1 09127 (FAA)

TAKE-OFF MINIMUMS: Rwv 32, 400-21/2 or std. w/min.

climb of 249' per NM to 600. Rwy 35, std. w/min. climb of 250' per NM to 800, or 500-3 w/min, climb of 242' per

NM to 800, or 900-21/2 for climb in visual conditions DEPARTURE PROCEDURE: Rwv 35, for climb in visual

conditions: cross Brooks County Airport at or above 900 MSL before proceeding on course. NOTE: Rwv 14, vehicle on road, 29' from DER, 499' left

40' AGL/149' MSL. Trees beginning 165' from DER.

road and trees beginning 587' from DER, 35' right of

126' left of centerline, up to 17' AGL/129' MSL, Rwv 32.

centerline, up to 40' AGL/149' MSL. Tower 1.9 NM from DER, 987' left of centerline, 298' AGL/418' MSL, Rwv

35, vehicle on raod, at DER, 360' right of centerline, 15'

centerline, 29' AGL/138' MSL. Tower 2.6 NM from DER,

AGL/118' MSL, Tree 1010' from DER, 278' right of

NOTE: Rwy 33, pole 974' from departure end of runway,

746' left of centerline, 35' AGL/1050' MSL. Pole 1121' from departure end of runway, 746' left of centerline, 33'

TAKE-OFF MINIMUMS: Rwvs 7.11.16.25.29.34. NA-

Environmental. Rwy 21, 300-1 or std. w/ min. climb of

DEPARTURE PROCEDURE: Rwy 21, climb heading

beginning 110' from DER, 222' right of centerline, up to 20' AGL/3159' MSL. Terrain beginning 124' from DER,

beginning 56' from DER, 132' left of centerline, up to

left of centerline, 17' AGL/3066' MSL. Rwy 30, trees beginning 64' from DER, 354' left of centerline, up to 6'

3111' MSL. Bush 236' from DER, 30' left of centerline, 6'

AGL/3013' MSL, Vehicle on road, 2017' from DER, 973'

DEPARTURE PROCEDURE: Rwy 14, climb via heading

139° to 2400 before proceeding on course. Rwy 32,

climb via heading 319° to 2400 before proceeding on

NOTE: Rwv 12, tree 899' from DER, 310' right of

centerline, 39' AGL/3049' MSL. Rwy 21, brush

77' right of centerline, up to 3173' MSL. Terrain

FORT STOCKTON-PECOS COUNTY (FST)

426' right of centerline, 414' AGL/539' MSL.

from DER, 523' left of centerline, up to 40' AGL/154'

MSL. Trees beginning at DER, 415' right of centerline.

up to 40' AGL/149' MSL. Rwy 17, vehicle on road, at DER, 364' left of centerline, 15' AGL/119' MSL, Trees beginning 15' from DER, 331' right of centerline, up to

FORT HOOD, TX

ROBERT GRAY AAF

AGL/1048' MSL.

ORIG 09239 (FAA)

FORT STOCKTON, TX

280' per NM to 3600.

AGL/2995' MSL.

FREDERICKSBURG.TX

GILLESPIE COUNTY

course.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

208° to 3600 before turning left.

of centerline, 15' AGL/129' MSL, Trees beginning 149'

GEORGE WEST. TX LIVE OAK COUNTY

TAKE-OFF MINIMUMS: Rwv 31, 700-3 or std. with a

min. climb of 230' per NM to 1000.

DEPARTURE PROCEDURE: Rwv 13, climb runway

heading to 600 before turning right. NOTE: Rwv 31, tower 22 101' from departure end of

runway, 1716 left of centerline, 470 AGL/737 MSL.

GEORGETOWN.TX

GEORGETOWN MUNI (GTU)

ORIG 09351 (FAA) NOTE: Rwv 11. numerous trees beginning at DER, 427 left of centerline, up to 30' AGL/789' MSL. Numerous

trees beginning at DER, 205' right of centerline, up to 30' AGL/789' MSL. Tower 5361' from DER, 514' right of centerline, 179' AGL/894' MSL. Rwv 18, numerous trees beginning at DER, 216' right of centerline, up to 30' AGL/789' MSL. Numerous trees beginning 35' from DER, 259' left of centerline, up to 30' AGL/789' MSL. Rwv 29. numerous trees beginning 129' from DER, 475' left of centerline, up to 30' AGL/819' MSL. Numerous trees beginning 207' from DER, 529' right of centerline. up to 30' AGL/839' MSL. Rwy 36, numerous trees beginning 235' from DER, 302' right of centerline, up to 30' AGL/819' MSL. Numerous trees beginning 322' from DER, 346' left of centerline, up to 30' AGL/829' MSL.

Tower 928' from DER, 684' right of centerline, 47' AGL/

820'MSL. HAMILTON, TX

HAMILTON MUNI (MNZ)

ORIG 09351 (FAA)

NOTE: Rwv 18, tree 689' from DER, 211' left of centerline, 40' AGL/1346' MSL, Vehicle on North-South road 849' from DER, on extended centerline, 15' AGL/ 1321'MSL, Rwv 36, trees beginning 621' from DER. 186' left of centerline, 40' AGL/1359' MSL, Trees 879' from DER, 87' right of centerline, 40' AGL/1359' MSL,

HARLINGEN.TX

VALLEY INTI

NOTE: Rwy 13, pole 1031' from departure end of runway, 465' left of centerline, 38' AGL/68' MSL. Pole 1055' from departure end of runway, 475' left of centerline, 38' AGL/ 68' MSL. Rwy 17R, fence 24' from departure end of runway, 499' right of centerline, 8' AGL/41' MSL. Rwy 17L, road (non-interstate) 416' from departure end of runway, on runway centerline, 20' AGL/51' MSL. Road (non-interstate) 410' from departure end of runway, 520' left of centerline, 20' AGL/50' MSL, Rwv 31, tree 983' from departure end of runway, 462' left of centerline, 42' AGL/69' MSL.

HOOD AAF (KHLR)

FORT HOOD (KILLEEN), TX ... AMDT 2, 09351 TAKE-OFF MINIMUMS: Rwy 16, 34 Standard* * For Copter use only.

JUNCTION, TX KIMBLE COUNTY

TAKE-OFF MINIMUMS: Rwvs 8, 17, 26, 35, 700-2.

KENEDY.TX KARNES COUNTY

TAKE-OFF MINIMUMS: Rwv 34, 600-3 or std. with a min. climb of 260' per NM to 800.

KERRVILLE.TX

KERRVILLE MUNI /LOUIS SCHREINER FIELD

TAKE-OFF MINIMUMS: Rwv 3, 400-1% or std. with a

min. climb of 394' per NM to 2100. NOTE: Rwv 3, mulitple trees and poles beginning 203' from departure end of runway 46' left of centerline up to 49' AGL/1925' MSL. Multiple trees, poles and towers 136' from departure end of runway 11' right of course up to 50' AGL/1927' MSL. Rwy 12, multiple trees beginning 211' from departure end of runway 430' left of courseline up to 44' AGL/1644' MSL. Multiple trees beginning 93' from departure end of runway 321' right of centerline up to 49' AGL/1609' MSL. Rwy 21, multiple towers and trees beginning 522' from departure end of runway 52' left of centerline 50' AGL/1610' MSL. Multiple trees and

trees poles antennae beginning 248' from departure end of runway 953' left of centerline 51' AGL/1611' MSL. Multiple poles and trees beginning 275' from departure end of runway 351' right of centerline 55' AGL/1615'

poles beginning 288' from departure end of runway 141'

right of centerline 50' AGL/1613' MSL. Rwv 30, multiple

KILLEEN. TX

SKYLARK FIFLD (ILF) AMDT 2 09015 (FAA)

DEPARTURE PROCEDURE: Rwv 19, climb heading 190° to 1900 before turning east.

departure end of runway, 384' left of centerline.up to 27' AGL/868' MSL. Tree, 973' from departure end of runway, 100' left of centerline, 28' AGL/876' MSL. Building, 486' from departure end of runway, 9' right of centerline, 13' AGL/854' MSL, Antenna, 351' from departure end of runway, 277' right of centerline, 11' AGL/852' MSL. Rwy 19, pole, 288' from departure end of runway, 588' right of centerline, 32' AGL/880' MSL. Building, 102' from departure end of runway, 411' right of centerline, 8' AGL/856' MSL. Vehicle on road, 232' from departure end of runway, 499' right of centerline, 15' AGL/867' MSL. Pole, 256' from departure end of runway,

497' left of centerline, 32' AGL/873' MSL, Building, 276'

from departure end of runway, 342' left of centerline, 11' AGL/859' MSL. Building, 298' from departure end of

runway, 83' left of centerline, 9' AGL/857' MSL.

NOTE: Rwv 1, multiple poles beginning 317' from

LAMPASAS, TX

LAMPASAS (LZZ)

ORIG 09351 (FAA)

NOTE: Rwy 16, building 39' from DER, 374' left of centerline, 20' AGL/1189' MSL. Trees beginning 795' from DER, 217' right of centerline, up to 30' AGL/1189' MSL. Rwy 34, trees beginning 657' from DER, 147' left of centerline, up to 30' AGL/1249' MSL.

LAREDO.TX LAREDO INTI

DEPARTURE PROCEDURE: Rwvs 14.17L/R.32.

35L/R. climb runway heading to 1500 before turning westhound

LAUGHLIN AFB (KDLF)

DEL RIO. TX AMDT 2. 07270 TAKE-OFF OBSTACLES: Rwv 13C, taxiing aircraft 14' AGL/1079' MSL, 190' from DER, 222' right of centerline. Taxiing aircraft 14' AGL/1103' MSL, 84' from DER, 552' right of centerline. Rwy 13L, taxiing aircraft 14' AGL/ 1076' MSL, 7' from DER, 204' right of centerline, Rwv 13R, taxiing aircraft 12' AGL/1107' MSL. 149' from DER, 338' right of centerline. Taxiing aircraft 14' AGL/ 1090' MSL, 309' from DER, 501' left of centerline. Taxiing aircraft 14' AGL/1090' MSL, 141' from DER, 175' right of centerline. Taxiing aircraft 14' AGL/1090' MSL, 338' from DER, 204' left of centerline, Taxiing aircraft 14' AGL/1090' MSL, 389' from DER, 303' left of centerline, Taxiing aircraft 14' AGL/1113' MSL, 848' from DER, 603' right of centerline. Rwy 31C, vehicular traffic 10' AGL/1093' MSL 18' from DER, 462' right of centerline, Rwv 31L, taxiing aircraft 14' AGL/1091' MSL. 198' from DER, 172' right of centerline. Vehicular traffic 10' AGL/1108' MSL, 862' from DER, 550' left of centerline. Taxiing aircraft 14' AGL/1094' MSL 249' from DER, 327' right of centerline. Taxiing aircraft 14' AGL/ 1089' MSL, 178' from DER, 171' left of centerline, Pole 8' AGL/1104' MSL, 229' from DER, 568' left of centerline, Transmissometer 18' AGL/1095' MSL, 299' from DER, 301' left of centerline. Rwy 31R, terrain 0' AGL/1083' MSL, 0' from DER, 500' left of centerline. Windsock 0' AGL/1102' MSL, 25' from DER, 496' left of centerline. Terrain 0' AGL/1085' MSL, 89' from DER. 489' right of centerline. Taxiing aircraft 14' AGL/ 1090' MSL, 11' from DER, 175' left of centerline. Railroad 23' AGL/1122' MSL, 1429' from DER, 468' right of

centerline. LLANO. TX

LLANO MUNI (AQO) ORIG 09351 (FAA)

> TAKE-OFF MINIMUMS: Rwys 13, 31, NA-Environmental

DEPARTURE PROCEDURE: Rwy 35, climb heading 354° to 1900 before proceeding on course.

NOTE: Rwy 17, tree 11' from DER, 364' left of centerline, 25' AGL/1144' MSL. Trees 811' from DER, 242' left of centerline, 25' AGL/1124' MSL, Rwv 35. hangar 209' from DER, 497' right of centerline, 30' AGL/ 1149' MSL, Tree 485' from DER, 265' right of centerline. 25' AGL/1144' MSL. Vehicles on North-South road, 270' left of centerline, 15' AGL/1114' MSL, Vehicles on road 390' from DER, crosses centerline East-West, 15' AGL/ 1134'MSL.

MARFA. TX MARFA MUNI (MRF)

ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon

and cable to 14000' MSL in R-6318, Rwys 8, 26, NA-Environmental DEPARTURE PROCEDURE: Rwv 3, climbing right turn

direct MRF VOR/DME, Rwv 12, climb direct MRF VOR/DME, Rwvs 21.30, climbing left turn direct MRF VOR/DME, All Aircraft climb in MRF VOR/DME holding pattern (SE, LT, 313° inbound) to cross MRF VOR/DME at or above MEA for direction of flight. NOTE: Rwv 3, vehicle on road abeam departure end of runway, 300' left of centerline, 15' AGL/4864' MSL, Rwy 12, vehicle on road 483' from departure end of runway, 616' left of centerline, 15' AGL/4854' MSL, Rwy 21. building and greenhouses beginning 34' from departure end of runway, 495' left of centerline, 35' AGL/4852' MSI

MASON, TX

MASON COUNTY (T92)

ORIG 08325 (FAA)

TAKE-OFF MINIMUMS: Rwv 35, 300-1 or std. w/min. climb of 394' per NM to 1800

DEPARTURE PROCEDURE: Rwy 17, climb heading 181° to 2100' before turning right.

NOTE: Rwv 13, terrain beginning 7' from departure end

of runway, 100' left of centerline, up to 1523' MSL. Tree 1506' from departure end of runway, 254' left of centerline, 100' AGL/1639' MSL. Rwy 17, tree 4503' from departure end of runway, 405' left of centerline, 100' AGL/1619' MSL, Terrain beginning 162' from departure end of runway, 179' right of centerline, up to 1520' MSL. Rwv 31. tree 1590' from departure end of runway, 411' left of centerline, 100' AGL/1629' MSL. Terrain beginning 61' from departure end of runway, 51' right of centerline, up to 1513' MSL, Powerlines beginning 2999' from departure end of runway, left and right of centerline. up to 79' AGL/1585' MSL. Rwy 35, trees beginning 4019' from departure end of runway, 151' left of centerline, up to 100' AGL/1699' MSL, Tower 4519' from departure end of runway, 361' right of centerline, 55' AGL/1635' MSL.

MC ALLEN, TX

MC ALLEN MILLER INTL (MFE) AMDT 1 08353 (FAA)

TAKE-OFF MINIMUMS: Rwy 36, 300-21/2, or std. with a min, climb of 298' per NM to 500'.

NOTE: Rwy 13, multiple trees beginning 792' from departure end of runway, 593' left of centerline, 44' AGL/ 159' MSL. Rwy 31, multiple trees beginning 708' from departure end of runway, 361' left of centerline, 43' AGL/ 157' MSL. Multiple trees beginning 1018' from departure end of runway, 626' right of centerline, 38' AGL/142' MSL. Rwy 36, light pole 581' from departure end of runway, on centerline, 17' AGL/122' MSL. Multiple buildings and trees beginning 624' from departure end of runway, 36' left of centerline, 24' AGL/129' MSL. Tower 197' from departure end of runway, 335' left of centerline, 38' AGL/140' MSL. Multiple buildings, poles, and towers beginning 635' from departure end of runway,

right of centerline, 25' AGL/394' MSL.

MIDLAND, TX MIDI AND AIRPARK

TAKE-OFF MINIMUMS: Rwv 16, 700-1, or std. with a min.

climb of 300' per NM to 3500 DEPARTURE PROCEDURE: Rwv 16, climb runway

heading to 3500, then climb on course.

MIDLAND INTL (MAF) ORIG 09015 (FAA)

NOTE: Rwv 4, tower 1547' from departure end of runway. 727' left of centerline, 93' AGL/2961' MSL, Dome 1234' from departure end of runway, 675' left of centerline, 36' AGL/2900' MSL. Rwy 10, rod 467' from departure end of runway, 254' right of centerline, 20' AGL/2874' MSL, Sign 2219' from departure end of runway, 793' left of centerline. 48' AGL/2912' MSL. Pole 1563' from departure end of runway 733' left of centerline 31' AGL /2895' MSL Rwy 16L, tree 217' from departure end of runway, 536' right of centerline, 100' AGL/2944' MSL, Sign 94' from departure end of runway, 365' left of centerline, 26' AGL/2875' MSL. Poles beginning 324' from departure end of runway, 277' left of centerline, 29' AGL /2874' MSL. Vehicle on road 382' from departure end of runway, 269' left of centerline. 17' AGL/2860' MSL, Train 553' from departure end of runway, 498' left of centerline, 23' AGL/2867' MSL. Vehicle on road 384' from departure end of runway, 549' left of centerline, 17' AGL/2866' MSL, Train 783' from departure end of runway, 17' left of centerline, 23' AGL/ 2869' MSL.

right of centerline, 100' AGL/2954' MSL. Rwy 22, antenna 2747' from departure end of runway, 962' right of centerline, 100' AGL/2964' MSL. Tower 2813' from departure end of runway, 1049' right of centerline, 102' AGL/2964' MSL, Hangar 1113' from departure end of runway, 600' right of centerline, 46' AGL/2905' MSL. Tree 5361' from departure end of runway, 1869' right of centerline, 100' AGL/2989' MSL. Rwy 34R, vehicle on road 258' from departure end of runway, 253' right of centerline, 17' AGL/2881' MSL, Tree 255' from departure end of runway, 81' right of centerline, 11' AGL/2875' MSL. Fence post 29' from departure end of runway, 263' right of centerline, 4' AGL/2868' MSL. Vehicle on road 447' from departure end of runway, 11' right of centerline, 15' AGL/ 2880' MSL. Pole 1279' from departure end of runway, 117' left of centerline, 29' AGL/2903' MSL. Fence 85' from departure end of runway, 257' left of centerline, 5' AGL/ 2869' MSL. Fence post 185' from departure end of runway,

Rwv 16R, tree 3717' from departure end of runway, 1419'

MONAHANS, TX

ROY HURD MEMORIAL

TAKE-OFF MINIMUMS: Rwys 1, 12, 400-1 or std. with a min. climb of 300' per NM to 3100.

71' left of centerline, 5' AGL/2869' MSL.

NEW BRAUNFELS, TX

NEW BRAUNFELS MUNI

DEPARTURE PROCEDURE: Rwy 31, climb heading 308° to 2600 before turning right, Rwv 35, climb heading 353° to 2200 before turning left.

NOTE: Rwy 31, multiple trees and antenna beginning 1125' from departure end of runway, 592' left of centerline, up to 47' AGL/706' MSL. Road 1014' from departure end of runway, 439' right of centerline, 15' AGL/687' MSL.

ODESSA.TX ODESSA-SCHLEMEYER FIELD (ODO)

AMDT 2 09351 (FAA) TAKE-OFF MINIMUMS: Rwy 20, 400-21/2 or std. w/a

min, climb of 225' per NM to 3400, or alternatively, with standard take-off minimums and normal 200' per NM climb gradient take-off must occur no later than 2100' prior to DER. NOTE: Rwy 2, vehicle on roadway 184' from DER, left and

right of centerline, 15' AGL/3024' MSL. Rwv 16, building 466' from DER, 487' left of centerline, 50' AGL/3029' MSI Powerlines 896' from DER left and right of centerline, 30' AGL/2984' MSL. Rwy 20, tower 2.3 miles from DER, 1311'left of centerline, 340' AGL/3287' MSL. Rwy 29, rising terrain, trees, and poles beginning 8' from DER, 495' right of centerline, up to 27' AGL/3012' MSI Rwv 34, airplane on taxiway 21' from DER 362' left of centerline, up to 17' AGL/3001' MSL, Vehicles on roadway beginning 48' from DER, left and right of centerline, up to 16' AGL/3014' MSL. Buildings and hangers beginning 739' from DER, left and right of centerline up to 50' AGL/3044' MSL

OZONA. TX

OZONA MUNI

TAKE-OFF MINIMUMS: Rwv 16, 300-1 or std. with a min. climb of 445' per NM to 2700. Rwv 34, 200-11/2 or std. with a min, climb of 380' per NM to 2600.

NOTE: Rwv 16, trees 3686' from departure end of runway. 354' left of centerline, 100' AGL/2560' MSL. Trees 4436' from departure end of runway, 355' left of centerline, 100' AGL/2574 MSL. Rwv 34, trees 1363 from departure end of runway, 638' left of centerline, 100' AGL/2529' MSL. Trees 3479' from departure end of runway, 791' left of centerline, 100' AGL/2535' MSL. Trees 7679' from departure end of runway, 932' left of centerline, 100' AGL/ 2593'MSL.

PLEASANTON, TX

PLEASANTON MUNI (PEZ)

AMDT 1 08325 (FAA)

NOTE: Rwv 16. vehicle on road 108' from departure end of runway, 285' left of centerline, 15' AGL/424' MSL. Fence 135' from departure end of runway, 194' left of centerline, 3' AGL/412' MSL. Fence 235' from departure end of runway, 38' right of centerline, 3' AGL/412' MSL. Trees beginning 246' from departure end of runway, 56' left of centerline, up to 100' AGL/529' MSL. Trees beginning 173' from departure end of runway, 154' right of centerline, up to 100' AGL/529' MSL. Rwy 34, vehicle on road 136' from departure end of runway, left to right of centerline, up to 15' AGL/444' MSL. Fence 191' from departure end of runway, 251' left of centerline, 3' AGL/ 442' MSL. Trees beginning 210' from departure end of runway, 51' left of centerline, up to 100' AGL/539' MSL. Tree 172' from departure end of runway, 74' right of centerline, 100' AGL/529' MSL,



PORT ARANSAS, TX

MUSTANG BEACH (RAS) AMDT 1 09015 (FAA)

NOTE: **Rwy 12**, transmission towers and poles beginning 43' from departure end of runway, 28' right of centerline, up to 81' AGL/86' MSL. Building 2435' from departure

up to 81'AGL/86' MSL. Building 2435' from departure end of runway, 967' right of centerline, 130' AGL/135' MSL. Transmission towers and poles beginning 1141' from departure end of runway, 13' left of centerline, up to 83' AGL/88' MSL. **Rwy 30**, boat 1657' from departure end of runway, 915' left of centerline, 50' AGL/50' MSL.

PORT ISABEL, TX

PORT ISABEL-CAMERON COUNTY (PIL)

AMDT 2 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2 or std. with a min. climb of 253' per NM to 500. NOTE: **Rwy 3,** trees beginning 178' from departure end of runway, 27' left of centerline, up to 100' AGL/114' MSL.

Rwy 8, trees beginning 2046' from departure end of runway, 511' right of centerline, up to 100' AGL/119' MSL. Trees beginning 1981' from departure end of runway, 118' right of centerline, up to 100' AGL/119' MSL. Rwy 13, trees beginning 530' from departure end of runway, 32' left of centerline, up to 100' AGL/119' MSL. Rwy 17, trees beginning 911' from departure end of

runway, 84' left of centerline, up to 100' AGL/119' MSL.

Rwy 35, trees beginning 15' from departure end of runway, 4' left of centerline, up to 100' AGL/114' MSL.

ROBSTOWN. TX

KODSTOWN, I

NUECES COUNTY

TAKE-OFF MINIMUMS: **Rwy 13,** 1000-3, or std. with a min. climb of 390' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 13**, climb heading 130° to 1200 prior to turning north or east.

ROCKPORT, TX ARANSAS COUNTY

NOTE: Rwy 14, road plus vehicle 500' from departure end of runway, 593' left of centerline, 17' AGL/40' MSL. Rwy 18, antenna 5599' from departure end of runway, 602' left of centerline, 160' AGL (171' MSL. Pwx 32' road plus

of centerline, 160' AGL/171' MSL. Rwy 32, road plus vehicle 291' from departure end of runway, 533' left of centerline, 17' AGL/40' MSL. Rwy 36, road plus vehicle 576' from departure end of runway, 597' left of centerline, 17' AGL/40' MSL.

ROCKSPRINGS, TX

EDWARDS COUNTY

NOTE: Rwy14, multiple trees beginning 1076' from

departure end of runway, 22' right of centerline, up to 100' AGL/2459' MSL. Rwy 32, fence 101' from departure end of runway, 35' left of centerline, 5' AGL/2374' MSL. Multiple trees beginning 318' from departure end of runway, 71' left of centerline, up to 100' AGL/2479' MSL. Multiple trees beginning 992' from departure end of runway, 532' right of centerline, up to 100' AGL/2479' MSI

SAN ANGELO, TX

TAKE-OFF MINIMUMS: **Rwys 27, 36**, 900-2 or std. with a min. climb of 240' per NM to 2800.

SAN ANGELO RGNL/MATHIS FIELD

SAN ANTONIO, TX

DEPARTURE PROCEDURE: Rwv 35, climb heading

346° to 2800 before turning westbound.

NOTE: Rwy 17, multiple trees and light poles along tree

line beginning 6' from departure end of runway, 128' right of centerline, up to 50' AGL/1427' MSL. Multiple trees and light poles along tree line beginning 81' from departure end of runway, 144' left of centerline, up to 50' AGL/1409' MSL. Rwy 35, multiple trees and poles beginning 204' from departure end of runway, 7' left ocenterline, up to 50' AGL/1422' MSL. Multiple trees and poles beginning 205' from departure end of runway, 24' right of centerline, up to 50' AGL/1423' MSL. Hangar 80' from departure end of runway, 222' right of centerline, up to 50' AGL/1397' MSL.

SAN ANTONIO INTL (SAT) ORIG 09183 (FAA)

NOTE: Rwy 3, tree 734' from DER, 695' left of centerline, 31'AGL/793' MSL. Rwy 12R, antenna on tower 1034' from DER, 723' right of centerline, 42' AGL/820' MSL. Building and vent on building beginning 3801' from DER, 1488' right of centerline, 117' AGL/881' MSL. Rwy 21, antenna on hangar and flagpole beginning 1198' from DER, 700' right of centerline, up to 39' AGL/825' MSL. Sign 2713' from centerline, up to 39' AGL/825' MSL. Sign 2713' from

DER, 1034' right of centerline, 71' AGL/857' MSL. Rwy 30L, tower and poles beginning 1931' from DER, 834' left of centerline, up to 42' AGL/892' MSL. Sign 2435' from DER, 1042' right of centerline, 54' AGL/ 873' MSL. Rwy 30R, rod on obstruction light 1261' from DER, 591' left of centerline, 57' AGL/854' MSL.

f ablatake-off minimums and (obstacle) departure procedures



SAN ANTONIO, TX (CON'T) STINSON MUNI (SSF)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: Rwv 9. Std. w/min.climb.of.225

per NM to 1900 or 1000-21/2 for climb in visual conditions, Rwy 27, 300-134 or std. w/min, climb of 221 per NM to 900, or alternatively, with standard takeoff minimums and normal 200' per NM climb gradient. takeoff must occur no later than 1700' prior to departure endofrunway

DEPARTURE PROCEDURE: Rwv 9. For climb in visual conditions, cross Stinson Muni Airport at or above 1400 MSL before proceeding on course. Rwv 14, Climb heading 137° to 1200 before turning left. Rwv 32. Climb heading 317° to 1500 before turning right. NOTES: Rwv 9. Vehicle on road 285' from departure end of runway, 380' left of centerline, 15' AGL/584' MSL, Trees beginning 1653' from departure end of runway. 435' right of centerline, up to 70'AGL/629' MSL, Rwv 14. Vehicle on road 114' from departure end of runway, on centerline extending 373' left of centerline, up to 15' AGL/ 564' MSL. Trees beginning 72' from departure end of runway, 79' right of centerline, up to 70' AGL/607' MSL. Trees beginning 232' from departure end of runway, 54' left of centerline, up to 70' AGL/618' MSL. Transmission line tower 4205' from departure end of runway, 133' right of centerline, 119' AGL/663' MSL. Rwy 27, Fence 41 from departure end of runway, 30' right of centerline, 8' AGL/584' MSL. Vehicle on road 108' from departure end of runway, 202' right of centerline, 15' AGL/584' MSL. Vehicle on road 123' from departure end of runway, 113' right of centerline, 15' AGL/596' MSL. Trees and poles beginning 229' from departure end of runway, 117' right of centerline, up to 70' AGL/645' MSL. Trees and poles beginning 599' from departure end of runway, 6' left of centerline, up to 70' AGL/634' MSL. Tank beginning 1.32 NM from departure end of runway, 1338' right of centerline, 179' AGL/799' MSL. Building 1422' from departure end of runway, 432' right of centerline, 40' AGL/627' MSL. Building 2133' from departure end of

runway, 41' left of centerline, up to 75' AGL/668' MSL. DER, 591' left of centerline, 57' AGL/854' MSL, arcos, tx SAN MARCOS, TX

runway, 36' left of centerline, 55' AGL/635' MSL. Rwy 32,

centerline, 8' AGL/578' MSL. Vehicle on road 54' from

departure end of runway, 199' left of centerline, 15' AGL/

586' MSL. Trees beginning 164' from departure end of

runway, 125' right of centerline, up to 70' AGL/639' MSL.

Trees and poles beginning 43' from departure end of

Fence 17' from departure end of runway, 80' left of

SAN MARCOS MUNI

TAKE-OFF MINIMUMS: Rwy 31, std. with a min. climb of 211' per NM to 2600, or 1500-3 for climb in visual conditions. Rwy 35, std. with a min. climb of 214' per NM to 2600, or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwys 31, 35, for climb in visual conditions: cross San Marcos Municipal Airport at orabove 1200.

NOTE: Rwy 8, tree 942' from departure end of runway, 259' left of centerline, 33' AGL/612' MSL. Rwy 26, pole 1217' from departure end of runway, 550' right of centerline, 35' AGL/624' MSL. Rwy 31, multiple poles 1062' from departure end of runway, 604' right of centerline, 33' AGL/621'MSL.

SINTON, TX ALFRED C. BUBBA THOMAS

DEPARTURE PROCEDURE: Rwv 14. climb runway

heading to 800 prior to turning east.

SONORA.TX

SONORA MUNI

TAKE-OFF MINIMUMS: Rwv 18, 700-2, Rwv 36, 300-1.

TEMPLE, TX

DRAUGHON-MILLER CENTRAL TEXAS RGNL

DEPARTURE PROCEDURE: Rwy 2, climb on heading between 085° clockwise to 200° or 345° counter

clockwise to 200° from departure end of runway or minimum climb of 313' per NM to 3300 for all other courses. Rwv 33. climb on heading between 070° clockwise to 150° or 330° counter clockwise to 150° from departure end of runway, or minimum climb of 235' per NM to 3200 for all other courses NOTE: Rwv 2, multiple bushes and trees beginning 176'

from departure end of runway 491' left of centerline, up to 34' AGL/699' MSL Tree 279' from departure end of runway, 361' right of centerline, 15' AGL/680' MSL. Rwy 15. bush 158' from departure end of runway, 412' left of centerline, 7' AGL/676' MSL, tree 941' from departure end of runway, 743' right of centerline, 32' AGL/701'

TAYLOR, TX

TAYLOR MUNI (T74) ORIG 08269 (FAA)

NOTE: Rwv 17. numerous trees beginning at departure end of runway, 180' right of centerline up to 50' AGL/591' MSL. Terrain beginning 1700' from departure end of runway, 380' left of centerline, up to 601' MSL.

VAN HORN, TX

CULBERSON COUNTY

TAKE-OFF MINIMUMS: Rwvs 17.21. 2100-2 or std. with a min, climb of 500' per NM to 5000, Rwv 25, NA, DEPARTURE PROCEDURE: Rwys 3,17,21,35, climb runway heading to 5000 then climbing right turn direct VHN NDB and climb in VHN NDB holding pattern to MEA, before proceeding on course. Rwy 7, climb runway heading to 5000 then climbing left turn direct VHN NDB and climb in VHN NDB holding pattern to MEA, before proceeding on course.

WACO, TX

MC GREGOR EXECUTIVE

TAKE-OFF MINIMUMS: Rwvs 4.17.22.35, 2000-3 or std. with a min. climb of 280' per NM to 3000. DEPARTURE PROCEDURE: Rwys 17,22, climb via ACT R-195 to 3000 before proceeding on course. Rwys 4,35, climb runway heading to 3000 before proceeding on course.

09351



WACO, TX (CON'T) TSTC-WACO (CNW)

ORIG 08269 (FAA)

NOTE: Rwy 171 . terrain 198' from departure end of runway

467' right of centerline, 464' MSL, Rwy 17R, vehicle on road 137' from departure end of runway 487' right of centerline, 15' AGL/474' MSL. Trees beginning 872' from departure end of runway 238' right of centerline up to 100' AGL /529' MSL Trees beginning 1239' from departure end of runway, 74' left of centerline, up to 100' AGI /512 MSI Rwv 351 trees beginning 3386 from departure end of runway, 529' left of centerline, up to 100' AGL/579' MSL, Rwv 35R, trees beginning 2606' from departure end of runway 1042' right of centerline up to 100' AGL/579' MSL. Tree 2094' from departure end of runway 910'left of centerline 45' AGI /524' MSI

WINK, TX

WINKLER COUNTY (INK) ORIG 09127 (FAA)

DEPARTURE PROCEDURE: Rwv 13, climb heading

147° to 3400 before proceeding on course. NOTE: Rwy 13, vehicles on road beginning 535' from DER, from left to right of centerline, up to 15' AGL/2829'



INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSI

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME

TAKE-OFF MINIMUMS

ANGLETON/LAKE JACKSON. TX

BRAZORIA COUNTY (LBX) AMDT 1 08157 (FAA)

NOTE: Rwv 35. tree 1510' from departure end of runway. 721' left of centerline, 48' AGL/68' MSL.

BAYTOWN, TX

R W J AIRPARK

NOTE: Rwv 8, trees abeam departure end of runway, 147 left of centerline, 45' AGL/72' MSL. Poles 236' from departure end of runway, 90' right of centerline, 30' AGL/ 57' MSL. Rwy 14, trees 314' from departure end of runway, 44' right of centerline, 35' AGL/87' MSL. Road 125' from departure end of runway, 15' AGL/42' MSL. Rwy 26, powerlines 460' from departure end of runway, 32' AGL/62' MSL. Road 550' from departure end of runway, 15' AGL/50' MSL. Rwy 32, road 220' from departure end of runway, 15' AGL/48' MSL.

NAME TAKE-OFF MINIMUMS

BEAUMONT.TX

AGL/55' MSL.

BEAUMONT MUNI (BMT)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: Rwys 16,34, NA - Obstacles. NOTE: Rwy 13, multiple trees, poles and buildings beginning 82' from departure end of runway, 2' left of centerline, up to 74' AGL/106' MSL, Multiple trees, poles and signs beginning 441' from departure end of runway, 22' right of centerline, up to 73' AGL/105' MSL. Vehicle on road 152' from departure end of runway, 428' left of centerline, 15' AGL/46' MSL. Train on railroad 545' from departure end of runway, 506' right of centerline, 23' AGL/57' MSL. Rwy 31, multiple trees, poles and transmission line towers beginning 81' from departure end of runway, 2' left of centerline, up to 64' AGL/94' MSL. Multiple trees, poles, and transmission line towers beginning 241' from departure end of runway, 4' right of centerline, up to 56' AGL/88' MSL. Train on railroad 375' from departure end of runway, 354' right of centerline, 23'

09351

TAKE-OFEMINIMUMS AND (ORSTACLE) DEPARTURE PROCEDURES



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

BEAUMONT/PORT ARTHUR, TX SOUTHEAST TEXAS RGNI (BPT)

ORIG 09351 (FAA)

NOTE: Rwy 12, multiple trees beginning 1024' from DER 202' left of centerline up to 43' AGL/48' MSL Trees 1676' from DER, 778' right of centerline, 51' AGL/ 56' MSL. Rwv 16. multiple trees beginning 580' from DER, 519' right of centerline, up to 51' AGL/56' MSL. Rwv 30. trees 1005' from DER, 629' right of centerline. 54' AGL/64' MSL. Multiple trees beginning 1041' from DER, 617' left of centerline, up to 67' AGL/77' MSL Rwv 34, building 770' from DER, 386' right of

centerline, 28' AGL/38' MSL. Multiple trees beginning 1274' from DER, 398' right of centerline, up to 70' AGL/ 80' MSL. Multiple trees beginning 1288' from DER, 218' left of centerline, up to 72' AGL/82' MSL. Tower 1487' from DER, 398' right of centerline, 60' AGL/75' MSL.

BRENHAM.TX

BRENHAM MUNI

DEPARTURE PROCEDURE: Rwys 16, 34 climb to 700 prior to turning westbound.

BRYAN.TX

COULTER FIFLD

NOTE: Rwv 15, vehicle on road 266' from departure end of runway, on centerline, 17' AGL/386' MSL. Multiple trees and poles beginning 169' from departure end of runway, 339' right of centerline, up to 20' AGL/389' MSL. Multiple trees and poles beginning 203' from departure end of runway, 245' left of centerline, up to 35' AGL/400' MSL. Rwy 33, multiple poles and T-L towers beginning 36' from departure end of runway, 207' left of centerline, up to 35' AGL/382' MSL. Trees 508' from departure end of runway, 290' right of centerline, 25' AGL/371' MSL.

CALDWELL, TX

CALDWELL MUNI

TAKE-OFF MINIMUMS: Rwy 33, 300-1.

COLLEGE STATION. TX

EASTERWOOD FIELD

TAKE-OFF MINIMUMS: Rwy 4, 300-134 or std. with a min. climb of 207' per NM to 700.

NOTE: Rwy 4, building 1.3 NM from departure end of runway, 257' left of centerline, 214' AGL/564' MSL. Trees 434' from departure end of runway, 303' right of centerline, 25' AGL/343' MSL. Rwy 10, trees 10' from departure end of runway, 321' right of centerline, 26' AGL/344' MSL. Trees 114' from departure end of runway, 350' left of centerline, 22' AGL/340' MSL. Rwy 22, trees 71' from departure end of runway, 381' right of centerline, 25' AGL/332' MSL. Trees 122' from departure end of runway, 382' left of centerline, 26' AGL/ 333' MSL. Rwy 28, trees 1842' from departure end of runway, 422' left of centerline, 65' AGL/385' MSL. Trees 840' from departure end of runway, 367' right of centerline, 30' AGL/350' MSL. Rwy 34, trees 818' from departure end of runway, 639' left of centerline 48' AGL/ 369' MSL. Trees 1091' from departure end of runway, 646' right of centerline, 31' AGL/352' MSL.

EAGLE LAKE, TX FAGLELAKE

TAKE-OFF MINIMUMS: Rwv 17 200-1 or std with a

min, climb of 420' per NM to 500. NOTE: Rwy 17, tower 3068' from departure end of

runway 793 left of centerline 192 AGL/317 MSL

GALVESTON, TX SCHOLES INTL AT GALVESTON (GLS)

AMDT 4 08157 (FAA)

TAKE-OFF MINIMUMS: Rwv 17. 300-1 or std. w/min. climb of 502' per NM to 300 NOTE: Rwv 13, bush 381 from departure end of runway.

533' left of centerline, 15' AGL/20' MSL. Fence 201' from departure end of runway, 490' left of centerline, 6' AGL/ 11'MSL. Tree 343' from departure end of runway, 468' right of centerline, 12' AGL/17' MSL, Rwv 17, building 3057' from departure end of runway, 339' left of centerline, 123' AGL/130' MSL, Multiple poles beginning 2034' from departure end of runway, 87' right

of centerline, up to 60' AGL/70' MSL. Multiple transmission towers beginning 636' from departure end of runway, 551' right of centerline, up to 55' AGL/60' MSL. Tree 460' from departure end of runway, 316' right of centerline, 22' AGL/29' MSL. Rwy 31, multiple cranes beginning 4341' from departure end of runway, 1017' left of centerline, up to 131' AGL/131' MSL, Rwy 35, tree 730' from departure end of runway, 501' right of centerline, 27' AGL/32' MSL.

HOUSTON, TX

AGL/173'MSL.

DAVID WAYNE HOOKS MEMORIAL (DWH) AMDT 3 08157 (FAA) TAKE-OFF MINIMUMS: Rwvs 17L, 35R, NA-

Environmental, Waterways 17, 35, NA-air traffic. NOTE: Rwv 17R, multiple trees beginning 708' from departure end of runway, 68' left of centerline, up to 71' AGL/220' MSL, Multiple hangars beginning 433' from departure end of runway, 515' left of centerline, up to 37' AGL/182' MSL, DME antenna 653' from departure end of runway, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from departure end of runway, 294' right of centerline, up to 45' AGL/ 189' MSL. Rwy 35L, multiple trees and poles beginning 144' from departure end of runway, 32' left of centerline. up to 79' AGL/238' MSL. Multiple hangars and buildings beginning 85' from departure end of runway, 9' left of centerline, up to 53' AGL/202' MSL, Multiple trees, towers and pole beginning 100' from departure end of runway, 124' right of centerline, up to 93' AGL/247' MSL. Vehicle and road 315' from departure end of runway, on centerline 15' AGL/166' MSL. Building 894' from departure end of runway, 231' right of centerline, 23'





TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

HOUSTON, TX (CON'T) FILINGTON FIELD (FFD)

AMDT 2 08157 (FAA)

NOTE: Rwv 17R, pole 1489 from departure end of

runway, 817' right of centerline, 40' AGL/74' MSL. Rwy 22, antenna on building 1998' from departure end

of runway, 598' right of centerline, 54' AGL/83' MSL. Obstruction light on glide slope 327' from departure end

of runway, 543' left of centerline, 39' AGL/68' MSL, Rwy 35R. tree 1597' from departure end of runway, 32' left of centerline, 33' AGL/80' MSL, Rwv 35L, multiple trees beginning 1118' from departure end of runway, 679' right of centerline, up to 37' AGL/77' MSL, Crane 2352' from departure end of runway, 1024' left of centerline. 37' AGI /97' MSI

GEORGE BUSH INTERCONTINENTAL/ HOUSTON (IAH) AMDT 2 08157 (FAA)

NOTE: Rwy 8L, tree 2866' from departure end of runway,

921' left of centerline, 107' AGL/201' MSL, Multiple trees beginning 2750' from departure end of runway, 106' right of centerline, up to 80' AGL/174' MSL, Rwy 15L, multiple trees 2638' from departure end of runway, 758' right of centerline, up to 76' AGL/160' MSL, Rwv 15R, tower 1431' from departure end of runway, 591' left of centerline, 48' AGL/133' MSL. Antenna on glideslope 1469' from departure end of runway, 621' left of centerline, 49' AGL/133' MSL. Rwy 26R, pole 950' from departure end of runway, 660' right of centerline, 40' AGL/129' MSL. Rwy 33R, tree 2868' from departure end of runway, 1027' right of centerline, 73' AGL/172' MSL.

HOUSTON EXECUTIVE (TME)

DEPARTURE PROCEDURE: Rwy 36, Climb heading 355° to 700 before turning east.

NOTE: Rwv 36, power poles from left to right beginning 703' from departure end of runway, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

HOUSTON-SOUTHWEST (AXH) AMDT 5 08157 (FAA)

DEPARTURE PROCÉDURE: Rwy 9, climb heading 089° to 2000 before turning left. Rwy 27, climb heading 269° to 2200 before turning right.

NOTE: Rwy 9, multiple hangars beginning 239' from departure end of runway, 360' right of centerline, up to 42' AGL/106' MSL. Multiple trees beginning 501' from departure end of runway, 355' right of centerline, up to 43' AGL/111' MSL. Multiple hangars beginning 119' from departure end of runway, 498' left of centerline, up to 41' AGL/105' MSL. Pole 332' from departure end of runway, 299' left of centerline, 43' AGL/97' MSL. Antenna 1172' from departure end of runway, 658' left of centerline, 51' AGL/115' MSL. Multiple trees beginning 558' from departure end of runway, 68' left of centerline, up to 58' AGL/122' MSL. Rwy 27, multiple trees beginning 1050' from departure end of runway, 40' left of centerline, up to 71' AGL/140' MSL. Vehicle and road 99' from departure end of runway, 291' right of centerline, 15' AGL/83' MSL. Multiple trees beginning 873' from

departure end of runway, 514' right of centerline, up to

beginning 1304' from departure end of runway, 131' right

59' AGL/130' MSL. Multiple transmission poles

of centerline, up to 41' AGL/110' MSL.

HOUSTON, TX (CON'T) LONE STAR EXECUTIVE (CXO)

AMDT 2 08157 (FAA)

NOTE: Rwv 1, multiple trees beginning 1899' from

departure end of runway, 11' left of centerline, up to 80' AGI /314' MSI Obstruction light on glideslone 387' from departure end of runway 404' right of centerline 23' AGL/258' MSL. Tower 457' from departure end of runway 387 right of centerline 45 AGL /275 MSL Multiple trees beginning 788' from departure end of runway, 134' right of centerline, up to 79' AGL/313' MSL. Rwv 14. multiple trees beginning 1655' from departure end of runway, 408' left of centerline, up to 81' AGL/300' MSL. Obstruction light on DME 401' from departure end of runway, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from departure end of runway, 80' right of centerline, up to 77' AGL/306' MSL. Rwv 19, multiple trees beginning 17' from departure end of runway 157' left of centerline, up to 95' AGL/315' MSL. Multiple trees beginning 68' from departure end of runway, 156' right of centerline, up to 80' AGL/305' MSL. Rwy 32, vehicle and road 602' from departure end of runway, 551' left of centerline, 15' AGL/257' MSL, Pole 1411' from departure end of runway 458' left of centerline 29' AGI /268' MSI Tree 2448' from departure end of runway, 990' right of centerline, 106'

AGI /325' MSI PEARLAND RGNL DEPARTURE PROCEDURE: Rwy 14, climb heading

139° to 1600 before proceeding south through southwest. Rwy 32, climb heading 319° to 900 before proceeding on course. NOTE: Rwv 14, multiple trees beginning 199' from

departure end of runway, 226' right of centerline, up to 66' AGL/100' MSL. Vehicle on road 398' from departure end of runway, 405' left of centerline, 9' AGL/55' MSL. Trees 1287' from departure end of runway, 453' left of centerline, up to 56' AGL/90' MSL, Rwv 32, multiple trees beginning 690' from departure end of runway, 81' left of centerline, up to 79' AGL/128' MSL, Multiple poles beginning 745' from departure end of runway, 24' left of centerline, up to 40' AGL/80' MSL. Multiple trees and poles beginning 29' from departure end of runway. 11' right of centerline, up to 64' AGL/104' MSL. Building 237' from departure end of runway, 520' right of centerline, 32' AGL/72' MSL.

SUGAR LAND RGNL (SGR) AMDT 7 08157 (FAA) DEPARTURE PROCEDURE: Rwy 17, climb heading

up to 81' AGL/155' MSL.

170° to 1500 before turning eastbound. Rwy 35, climb heading 350° to 1100 before turning southbound. NOTE: Rwy 17, multiple poles beginning 436' from departure end of runway, 172' right of centerline, up to 44' AGL/124' MSL. Railroad 110' from departure end of runway, 10' left of centerline, 23' AGL/104' MSL. Multiple poles beginning 135' from departure end of runway, 270' left of centerline, up to 44' AGL/111' MSL. Rwy 35, vehicle and road 65' from departure end of runway, 2' right of centerline, 15' AGL/96' MSL. Multiple trees beginning 37' from departure end of runway, 275' right of centerline, up to 81' AGL/164' MSL. DME antenna 380' from departure end of runway, 253' right of centerline, 24' AGL/100' MSL. Multiple trees beginning 83' from departure end of runway, 65' left of centerline.

09351



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

HOUSTON, TX (CON'T) WEISER AIR PARK (EYQ)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: Rwv 9, 200-1 or std. w/min.

climb of 399' per NM to 400 NOTE: Rwv 9, tank 4127' from departure end of runway

1455' left of centerline 147' AGI /282' MSI Rwy 27 railroad 462' from departure end of runway 555' left of centerline, 23' AGL/165' MSL. Vehicle and road 650' from departure end of runway 7' left of centerline 17' AGI /159'MSI

WEST HOUSTON (IWS) AMDT 3 09295 (FAA)

NOTE: Rwv 15, vehicles on roadway beginning abeam DER left and right of centerline, up to 15' AGL/124' MSL. Building 177' from DER, 398' left of centerline, 18' AGL/126' MSL. Trees beginning 178' from DER, 289' right of centerline, up to 100' AGL/209' MSL, Rwy 33. building 265' from DER, 364' left of centerline, 33' AGL/ 143' MSL, Trees beginning 2706' from DER, 700' left of centerline, up to 100' AGL/214' MSL. Trees beginning 3159' from DER, 747' right of centerline, up to 100' AGL/ 216' MSI

HOUSTON, TX (CON'T) WILLIAM P. HOBBY (HOU)

AMDT 5 08157 (FAA)

TAKE-OFF MINIMUMS: Rwv 4, 300-1 or std. w/min.

climb of 270' per NM to 300, Rwy 17, 300-1, Rwy 22, std. w/min, climb of 290' per NM to 1500. DEPARTURE PROCEDURE: Rwy 17, climb heading

174° to 700 before turning westbound, Rwy 30L, climb heading 309° to 800 before turning westbound Rwy 30R, climb heading 309° to 800 before turning westhound

NOTE: Rwv 4, pole 4403' from departure end of runway 1609' right of centerline, 121' AGL/166' MSL, Light on building 1562' from departure end of runway, 859' right of centerline, 59' AGL/103' MSL, Building 3990' from

departure end of runway, 1223' right on centerline, 139' AGL/174' MSL, Light on flagpole 4618' from departure end of runway, 768' right of centerline, 117' AGL/161' MSLNE, Rwy 12L, antenna on hanger 1548' from departure end of runway, 424' left of centerline, 45' AGL/ 85' MSL, Rwv 12R, vehicle and road 514' from departure end of runway, 543' right of centerline, 17' AGL/55' MSL. Tree 1217' from departure end of runway, 756' right of centerline, 43' AGL/89' MSL, Fence 85' from departure end of runway, 492' left of centerline, 4' AGL/45' MSL. Vehicle and road 176' from departure end of runway. 497' left of centerline, 17' AGL/55' MSL, Pole 1011' from departure end of runway, 696' left of centerline, 33' AGL/ 73' MSL, Tree 1256' from departure end of runway, 783' left of centerline, 38' AGL/78' MSL, Rwy 17, multiple poles beginning 606' from departure end of runway, 393' right of centerline, up to 79' AGL/124' MSL, Crane 1795' from departure end of runway, 689' right of centerline. 100' AGL/150' MSL. Antenna on building 620' from departure end of runway, 312' left of centerline, 27' AGL/ 72' MSL. Multiple trees beginning 721' from departure end of runway, 260' left of centerline, up to 71' AGL/116' MSL. Radar reflector 1214' from departure end of runway, 258' left of centerline, 32' AGL/77' MSL, Rwy 22. pole 727' from departure end of runway, 626' right of centerline, 28' AGL/77' MSL, Tree 1310' from departure end of runway, 679' right of centerline, 27' AGL/76' MSL. Antenna on light pole 1805' from departure end of runway, 968' right of centerline, 60' AGL/109' MSL. Rwy 30L, antenna on building 547' from departure end of runway, 274' right of centerline, 23' AGL/69' MSL. Multiple poles beginning 341' from departure end of runway, 501' left of centerline, up to 39' AGL/84' MSL. Multiple trees beginning 1392' from departure end of runway, 466' left of centerline, up to 78' AGL/118' MSL. Rwy 30R, pole 1096' from departure end of runway, 785' right of centerline, 29' AGL/75' MSL, Antenna on building 500' from departure end of runway, 525' left of centerline, 33' AGL/69' MSL. Rwy 35, antenna on light pole 738' from departure end of runway, 519' right of centerline, 40' AGL/86' MSL. Light pole 1119' from departure end of runway, 353' right of centerline, 31' AGL/77' MSL. Antenna on building 66' from departure

end of runway, 471' left of centerline, 33' AGL/69' MSL.

09351

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



HUNTSVILLE. TX HUNTSVILLE MUNI

DEPARTURE PROCEDURE: Rwv 18 climb runway

heading to 700 before turning.

JACKSONVILLE, TX CHEROKEE COUNTY

DEPARTURE PROCEDURE: Rwv 14, climb via heading 135° to 1200 before proceeding on course

JASPER.TX

JASPER COUNTY-BELL FIELD (JAS)

ORIG 09239 (FAA)

NOTE: Rwv 18, trees beginning 2081' from DER, 118' left of centerline, up to 100' AGL/327' MSL. Trees beginning 690' from DER, 87' right of centerline, up to 100' AGL/329' MSL. Rwv 36. hangar 320' from DER. 504' left of centerline, 27' AGL/236' MSL. Trees beginning 534' from DER, 139' left of centerline, up to 100' AGL/329' MSL, Pole 1968' from DER, 409' left of centerline, 33' AGL/262' MSL, Bush 94' from DER, 476' right of centerline, 8' AGL/217' MSL, Trees beginning 514' from DER, 6' right of centerline, up to 100' AGL/ 354' MSL, Hangar 1176' from DER, 675' right of centerline, 30' AGL/249' MSL, Tower 1246' from DER,

611' right of centerline, 40' AGL/258' MSL.

KOUNTZE/SILSBEE.TX

HAWTHORNE FIELD (45R)

ORIG 08045 (FAA)

NOTE: Rwv 13. Terrain 3' from departure end of runway. 81' right of centerline, 0' AGL/69' MSL. Trees beginning 64' from departure end of runway, 277' right of centerline, up to 50' AGL/119' MSL. Tree 111' from departure end of runway, 516' left of centerline, 50' AGL/ 124' MSL. Terrain 172' from departure end of runway. 119' left of centerline, 0' AGL/74' MSL, Rwv 31, Terrain 109' from departure end of runway, 134' left of centerline. 0' AGL/74' MSL. Tree 536' from departure end of runway, 457' right of centerline, 50' AGL/114' MSL.

LA GRANGE, TX

FAYETTE RGNL AIR CENTER (3T5)

ORIG 08157 (FAA)

NOTE: Rwy 16, tree 140' from departure end of runway, 276' right of centerline, 100' AGL/432' MSL. Tree 612' from departure end of runway, 551' left of centerline, 100' AGL/422' MSL. Road with vehicle 942' from departure end of runway, 667' left of centerline, 15' AGL/350' MSL.

LA PORTE, TX

LA PORTE MUNI (T41)

AMDT 4 08157 (FAA)

DEPARTURE PROCEDURE: Rwy 30, climb heading 301° to 700 before turning right. Rwy 12, climb heading 121° to 500 before turning right.

NOTE: Rwy 5, stack 2.1 NM from departure end of runway, 3297' left of centerline, 330' AGL/334' MSL, Rwy 12, pole 131' from departure end of runway, 261' right of centerline, 14' AGL/38' MSL. Stack 2.2 NM from departure end of runway, 1.6 NM right of centerline, 479' AGL/499'MSL.

LIBERTY.TX LIBERTY MUNI

TAKE-OFF MINIMUMS: Rwvs 16.34, 2000-3 or std

with a min, climb of 270' per NM to 2100. DEPARTURE PROCEDURE: Rwys 16.34 eastbound departures climb runway heading to 2100 before proceeding on course

LIVINGSTON, TX LIVINGSTON MUNI

TAKE-OFF MINIMUMS: Rwvs 12.30, 300-1.

LUFKIN.TX

ANGELINA COUNTY

NOTE: Rwv 7, multiple trees and terrain beginning 75 from departure end of runway, 39' left of centerline, up to 85' AGL/381' MSL Multiple trees beginning 148' from departure end of runway, 334' right of centerline, up to 75' AGI /371' MSI Rwv 15, multiple trees beginning 261' from departure end of runway, 142' right of centerline, up to 53' AGL/327' MSL. Multiple trees and terrain beginning 21' from departure end of runway 146' left of centerline, up to 53' AGL/327' MSL. Rwy 25. multiple trees beginning 1767' from departure end of runway, 283' right of centerline, up to 78' AGL/362' MSL. Multiple trees beginning 1366' from departure end of runway 145' left of centerline up to 69' AGL /353' MSL. Rwv 33, multiple trees and pole beginning 289' from departure end of runway, 247' right of centerline. up to 71' AGL/360' MSL. Multiple trees and road beginning 574' from departure end of runway, 4' left of centerline up to 74' AGL/363' MSL

NACOGDOCHES, TX

A I MANGHAM JR RGNI

TAKE-OFF MINIMUMS: Rwv 36, 1000-3 or std. with a min. climb of 220' per NM to 1000. DEPARTURE PROCEDURE: Rwvs 15.18.33.36.

climb runway heading to 1000 before proceeding on

NAVASOTA, TX

NAVASOTA MUNI

DEPARTURE PROCEDURE: Rwv 35, climb runway heading to 2100 before turning eastbound.

ORANGE, TX

ORANGE COUNTY (ORG)

ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, 400-11/4 or std. w/min. climb of 425' per NM to 500. Rwvs 13.31. NA-Environmental.

NOTE: Rwy 4, trees beginning 893' from DER, 513' right of centerline, up to 30' AGL/87' MSL. Trees

beginning 1856' from DER, 550 left of centerline, up to 30' AGL/66' MSL. Transmission poles beginning 2518' from DER, left and right of centerline, up to 73' AGL/83' MSL. Tower 6401' from DER, 1900' left of centerline, 283' AGL/298' MSL. Rwy 22, trees beginning at DER, left and right of centerline, up to 30' AGL/39' MSL.



PALESTINE, TX PALESTINE MUNI

TAKE-OFF MINIMUMS: Rwv 9 std with a min_climb of

313' per NM to 1200, or 600-3 for climb in visual DEPARTURE PROCEDURE: Rwv 9. for climb in visual

conditions: cross Palestine Municipal Airport at or above 1200 NOTE: Rwv 9, multiple trees and terrain beginning 1.5

NM from departure end of runway 2404' left of centerline, up to 100' AGL/739' MSL. Terrain 1.6 NM from departure end of runway, 1545' right of centerline. 601'MSI

VICTORIA, TX

VICTORIA RGNI (VCT)

ORIG 08325 (FAA)

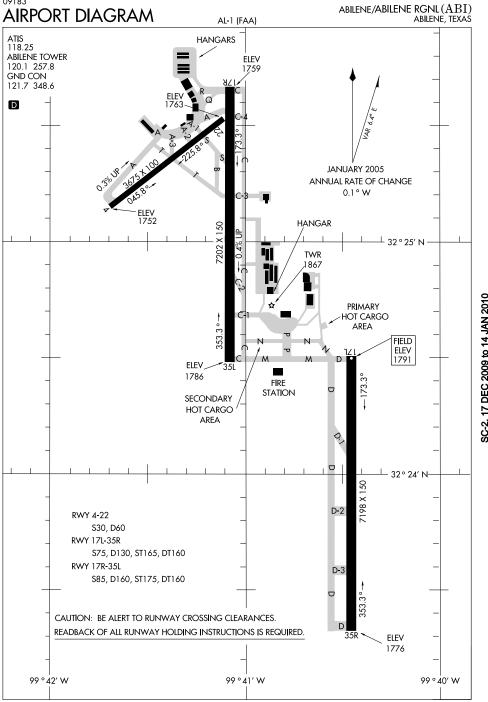
NOTE: Rwy 12R, trees beginning 810' from departure end of runway 606' right of centerline up to 40' AGL/ 139' MSL. Train on railroad 797' from departure end of runway, 303' right of centerline, 23' AGL/148' MSL, Pole 947' from departure end of runway, 62' right of centerline, 32' AGL/131' MSL, Hopper 1124' from departure end of runway, 417' left of centerline, 35' AGL/ 134' MSL. Rwy 17, DME on building 598' from departure end of runway, 421' left of centerline, 19' AGL/ 118' MSL. Rwv 35, bush 105' from departure end of runway, 171' right of centerline, 12' AGL/116' MSL, Bush 247' from departure end of runway, 92' right of centerline, 12' AGL/116' MSL.

WHARTON.TX

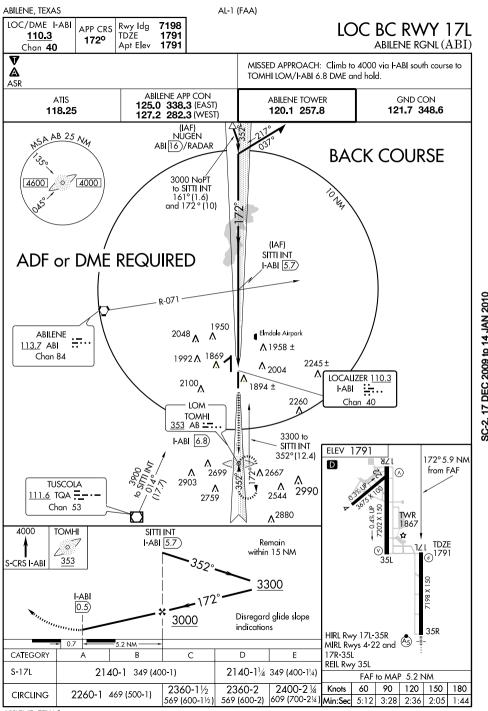
WHARTON RGNL (ARM)

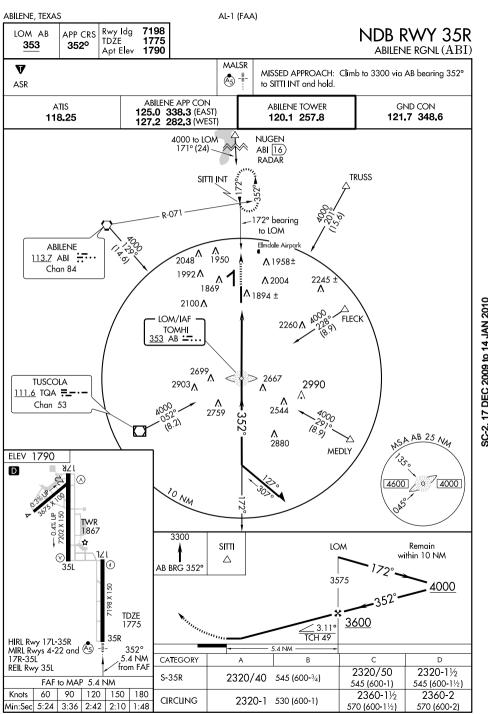
ORIG 09239 (FAA)

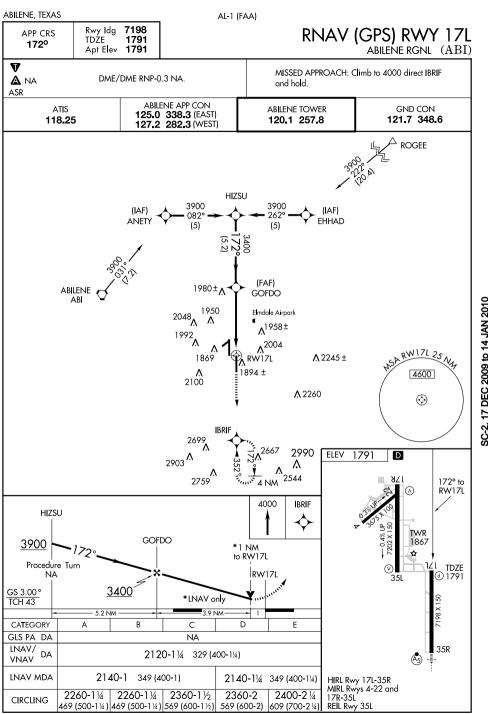
NOTE: Rwv 32, vehicle on roads beginning 26' from DER, 312' right of centerline, up to 17' AGL/113' MSL. Buildings beginning 40' from DER, 338' right of centerline, up to 26' AGL/125' MSL. Poles beginning 140' from DER, 467' right of centerline, up to 43' AGL/ 142' MSL. Tree 828' from DER, 509' right of centerline. 28' AGL/127' MSL. Fence 24' from DER, 288' left of centerline, 4' AGL/103' MSL, Tree 1147' from DER. 425' left of centerline, 41' AGL/140' MSL.

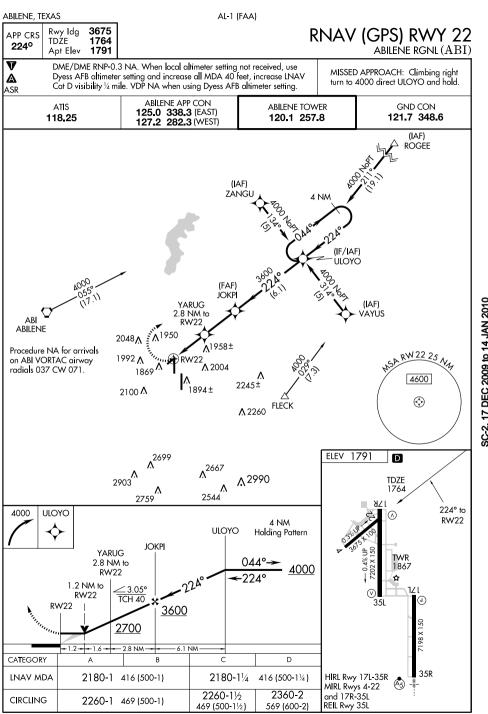


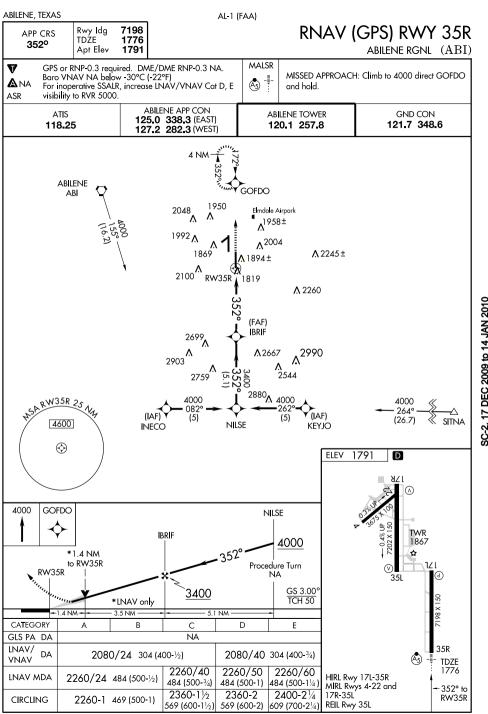
ABILENE, TEXAS AL-1 (FAA) LOC/DME I-ABI ILS or LOC RWY 35R Rwy Idg 7198 APP CRS 110.3 TDŹE 1775 3520 ABILENE RGNL (ABI)Apt Elev 1790 Chan 40 MALSR * Vis Cat A/B/C/D RVR 1800 authorized with the MISSED APPROACH: Climb to 3500 on I-ABI north Δ use of FD or AP or HUD to DA. (A_5) course to SITTI INT and hold. ASR ABILENE APP CON ATIS ABILENE TOWER GND CON 125.0 338.3 (EAST) 121.7 348.6 118.25 120.1 257.8 127.2 282.3 (WEST) 4000 NUGEN 171° (24) ABI 16)/RADAR SITTI INT TRUSS I-ABI 5.7 R-071 ABILENE Airpark ____**^** 113.7 ABI :-·· .. 1950 **∧**1958± Chan 84 LOCALIZER 110.3 1992 1 **∆** 2004 2245± I-ABI <u>:</u>:-.. 1869 Λ₁₈₉₄ ± Chan 40 Λ₂₁₀₀ 4000 FLECK SC-2, 17 DEC 2009 to 14, IAN 2010 LOM/IAF 2260 Λ TOMH 353 AB :--. I-ABI (6.8) 2699 TUSCOLA ^2667 2903 A 2990 111.6 TQA ---Chan 53 4000 2544 2759 18.21 18.₉₎ AB 25 My ۸ 2880 MEDLY 1790 **ELEV** D 4600 4000 JΣB --- 0.4% UP 7202 X 150 3500 TOMH 1867 SITTI Remain I-ABI 6.8 ✿ within 15 NM Δ 72 L N-CRS I-ABI (V) 35L 3575 4000 I-AB 1.4 GS 3.00° 3600 TCH 58 HIRL Rwy 17L-35R 5.4 NM MIRL Rwys 4-22 and (As) Е Α 5.4 NM 17R-35L * 1975/24 S-ILS 35R 200 (200-1/2) from FAF **REIL Rwy 35L** 2260/60 2260/40 2260/50 S-LOC 35R 2260/24 485 (500-1/2) FAF to MAP 5.4 NM 485 (500-34) 485 (500-1) 485 (500-11/4) 60 90 120 150 180 2360-1½ 2360-2 2400-21/4 Knots 2260-1 470 (500-1) CIRCLING 570 (600-1½) 570 (600-2) 610 (700-2 1/4) Min:Sec 5:24 3:36 2:42 2:10

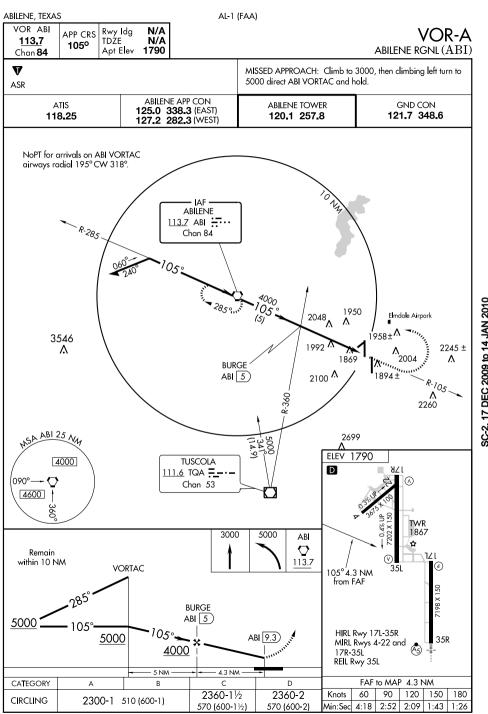


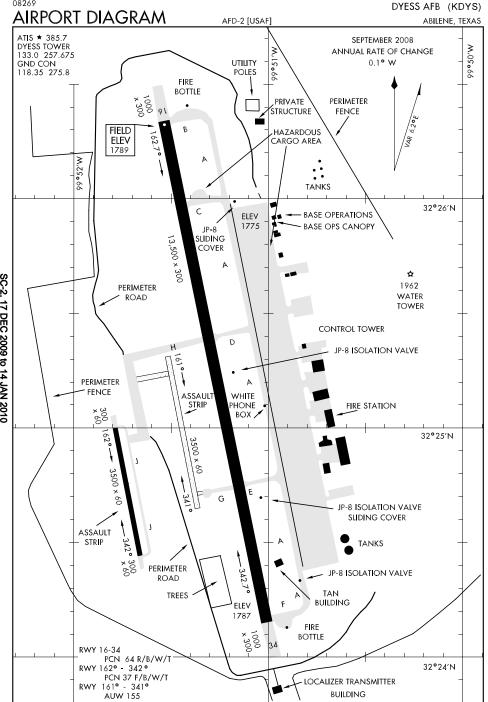


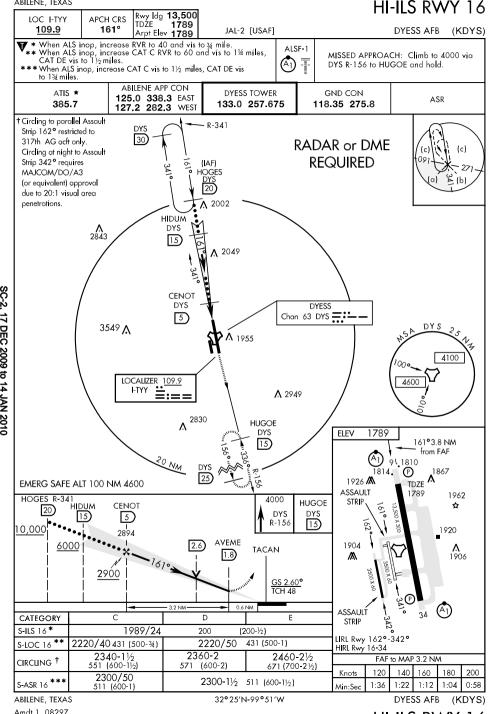


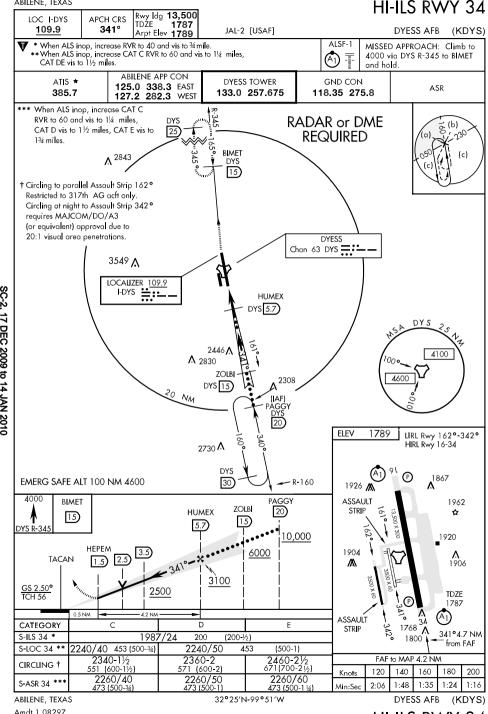


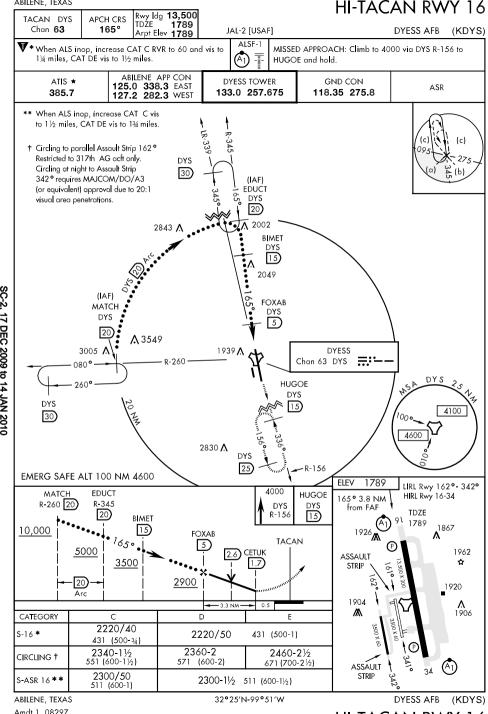


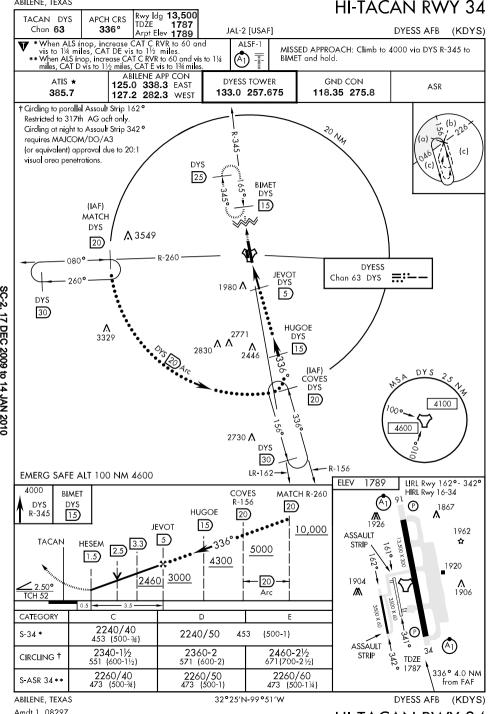


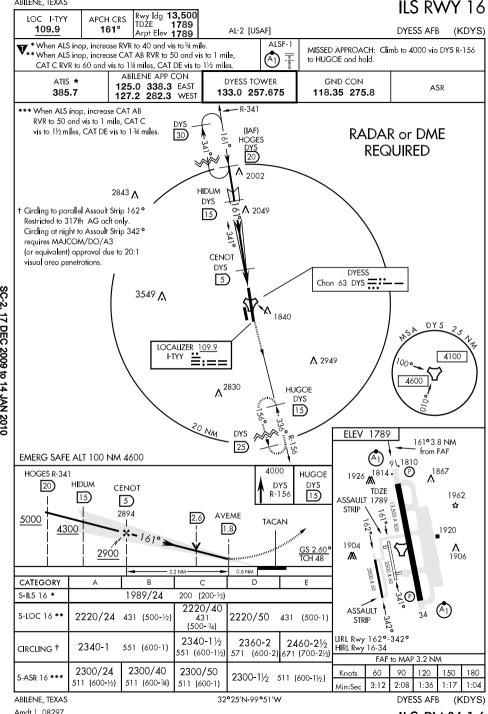


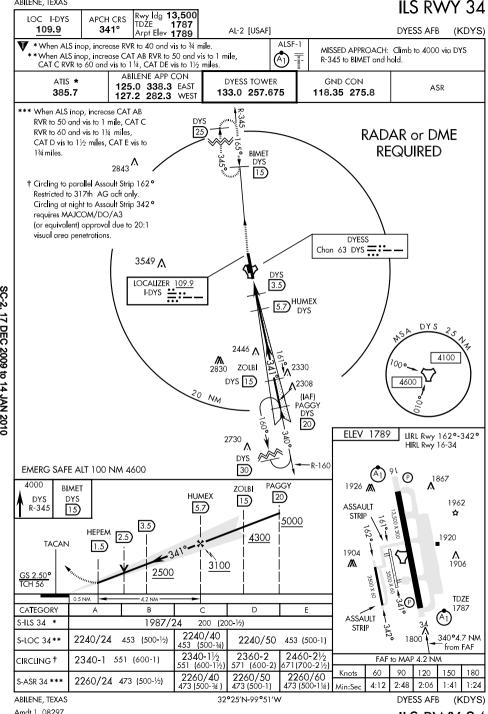


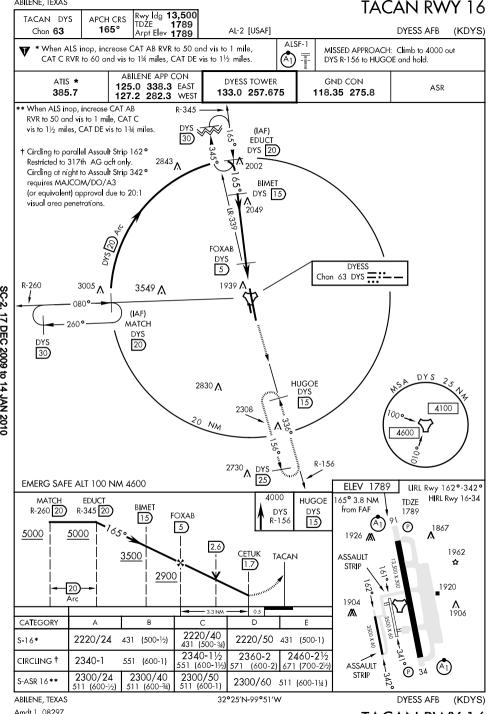


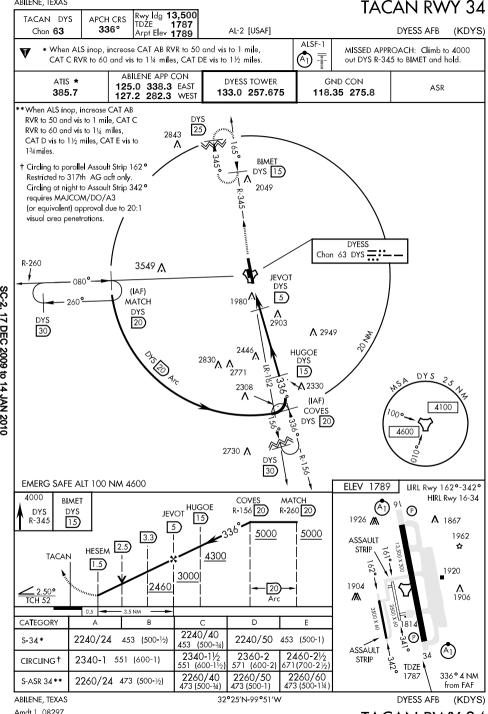


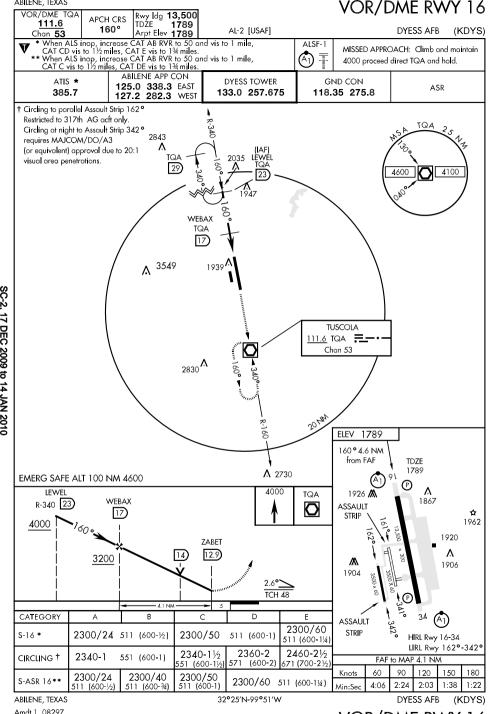


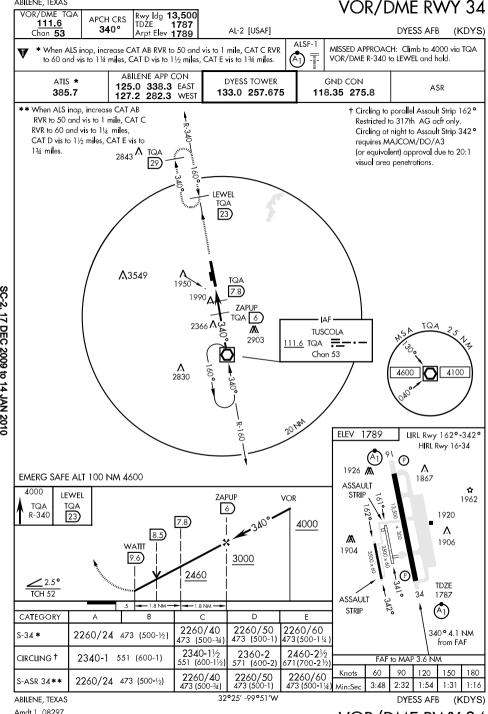


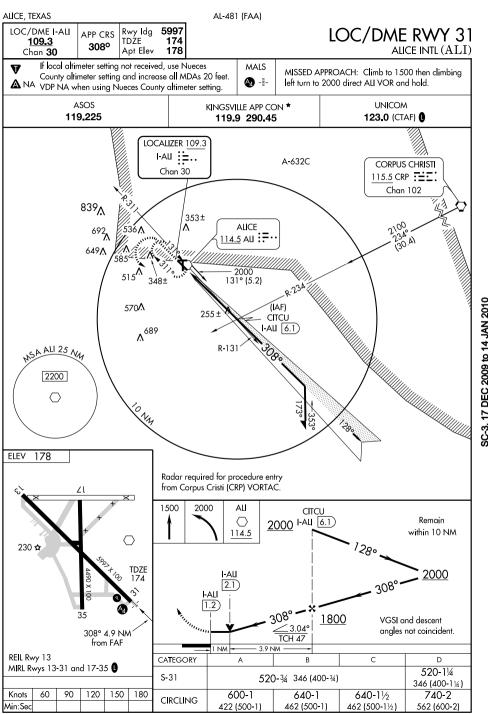




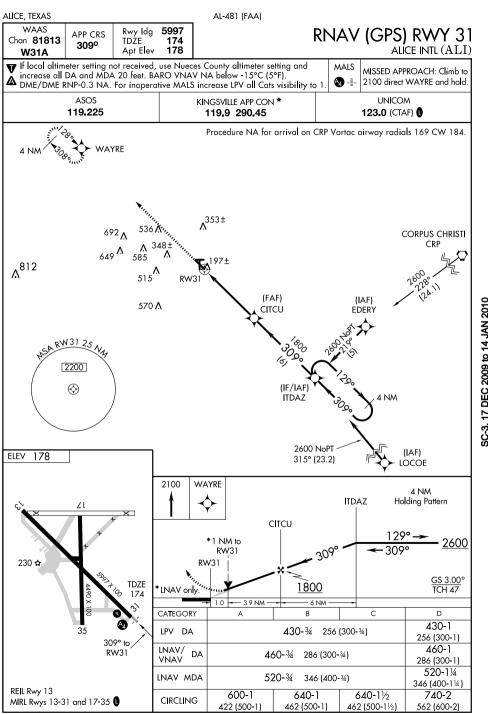


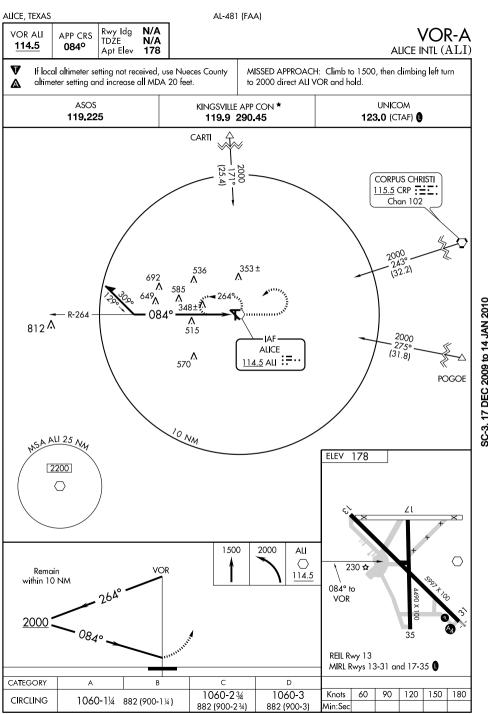


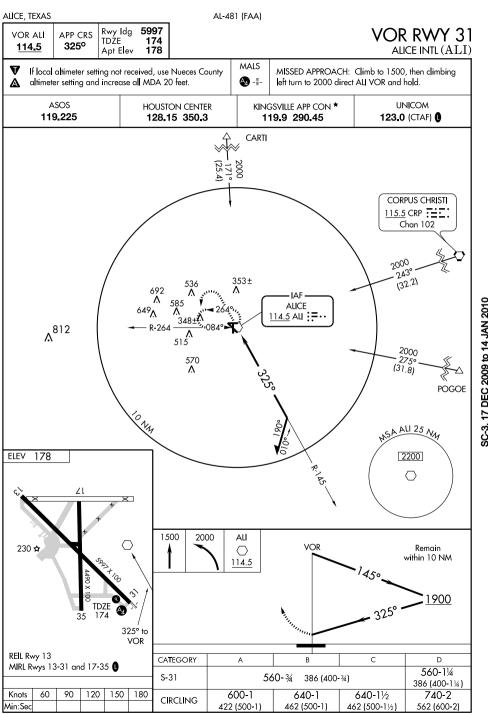


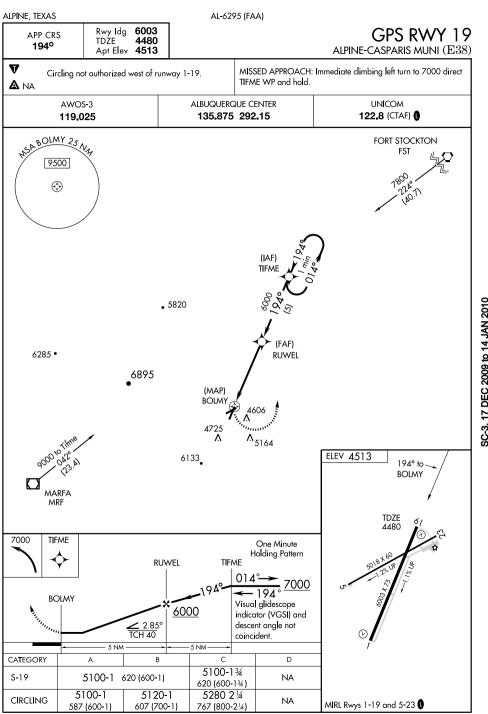


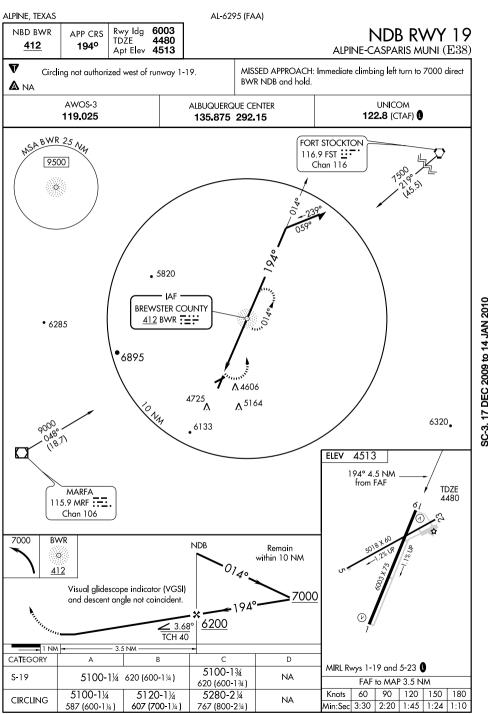
ALICE, TEXAS AL-481 (FAA) Rwy Ida 5997 RNAV (GPS) RWY 13 APP CRS TDŹE 178 128° ALICE INTL (ALI) Apt Elev 178 If local altimeter setting not received, use Nueces County altimeter V MISSED APPROACH: Climb to 2600 direct setting and increase all DA and MDA 20 feet. DME/DME RNP-0.3 ITDAZ and hold. A NA. BARO VNAV NA below -15°C (5°F). ASOS UNICOM KINGSVILLE APP CON * 119,225 119.9 290.45 123.0 (CTAF) 0 (IAF) CARTI 2100 NoPT 197° (18.6) 2900 (IAF) - 267° ALAYI (35.8) CORPUS CHRISTI 2100 NoPT CRP 218° (5) 1500 (IF/IAF) Procedure NA for arrivals on CRP VORTAC WAYRÉ (FAF) airway radials 287 CW 305. WACBI $353 \pm$ SC-3, 17 DEC 2009 to 14, IAN 2010 348± A AND THE PROPERTY OF THE PARTY RW13 812 NSA RW 13 25 NZ 2200 570**^∧ (** ITDAZ -ELEV 178 128° to 2600 ITDAZ 4 NM 'RW13 Holding Pattern WAYRE Ζl WACBI 308° 2100 TDZE 1280 178 RW13 GS 3.00° 230 🌣 TCH 50 1900 6 NM -5.2 NM CATEGORY Α В D GLS DA NA LNAV/ 480-1 302 (400-1) DA VNAV 800-2 800-134 LNAV MDA 800-1 622 (700-1) 622 (700-134) 622 (700-2) REIL Rwy 13 800-13/4 800-2 **CIRCLING** 800-1 622 (700-1) MIRL Rwys 13-31 and 17-35 622 (700-134) 622 (700-2)

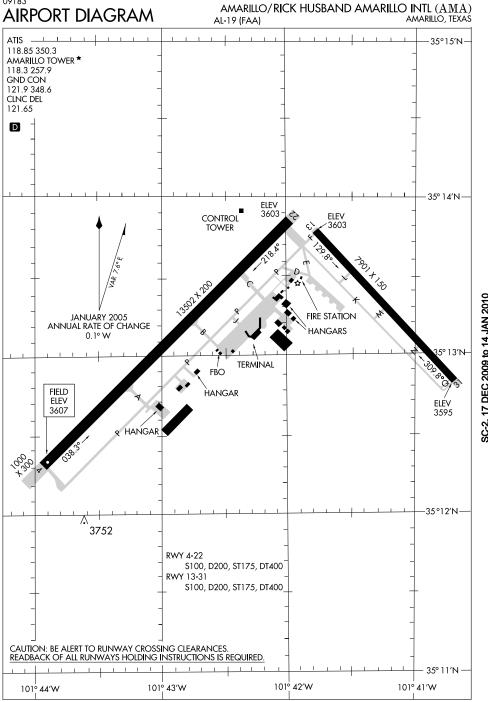


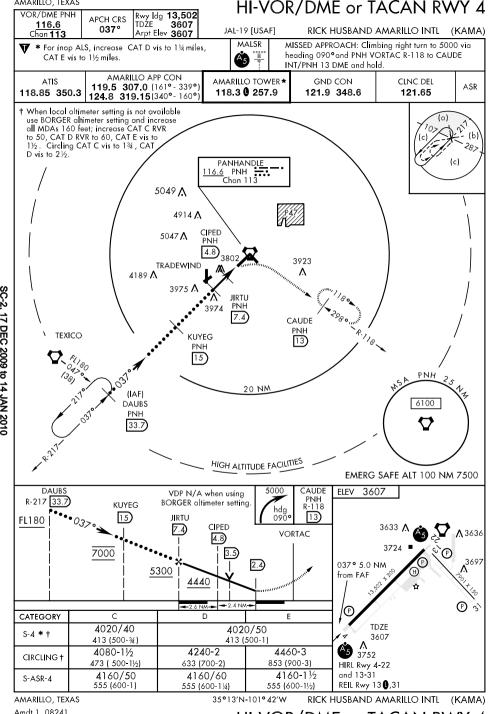


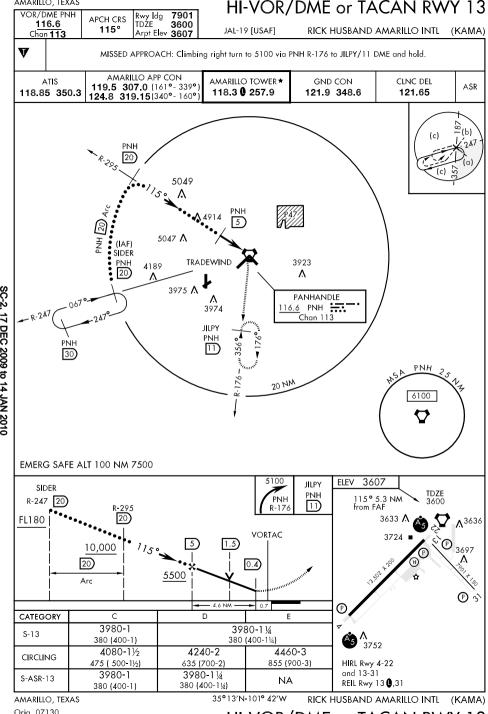


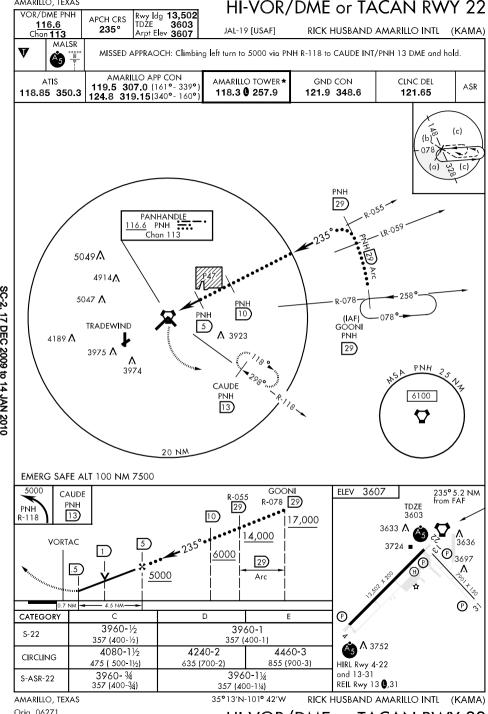


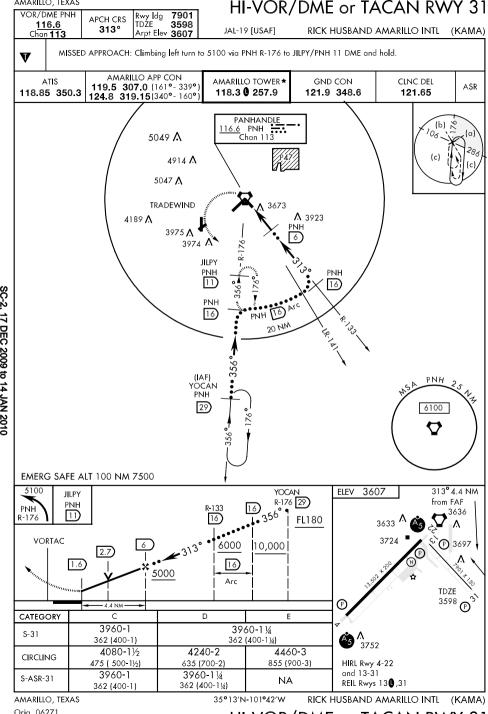


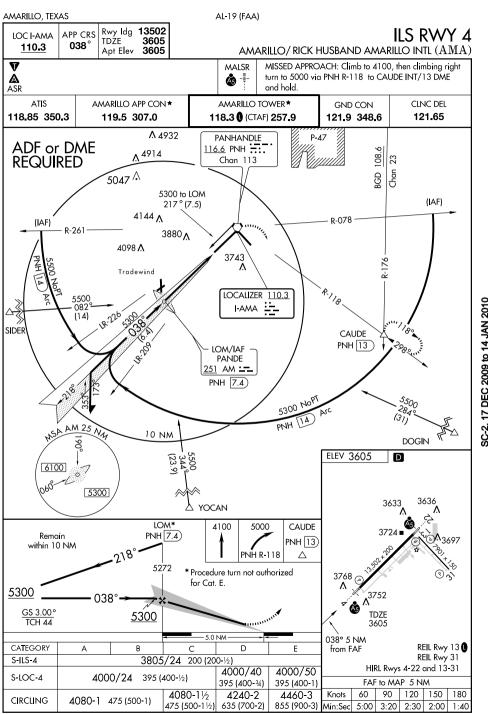


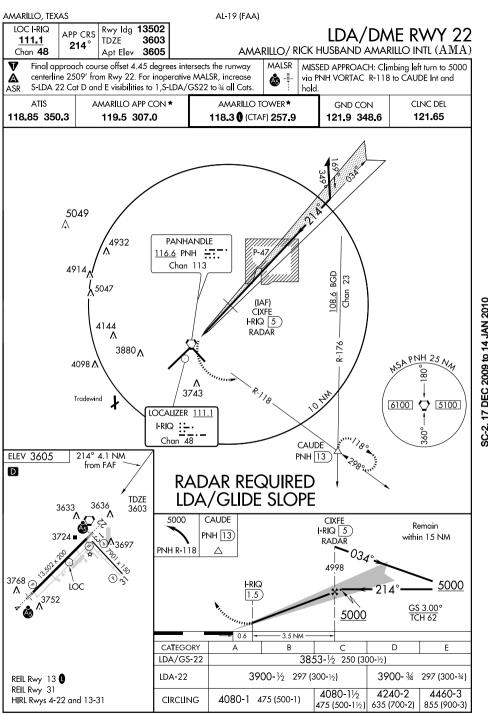


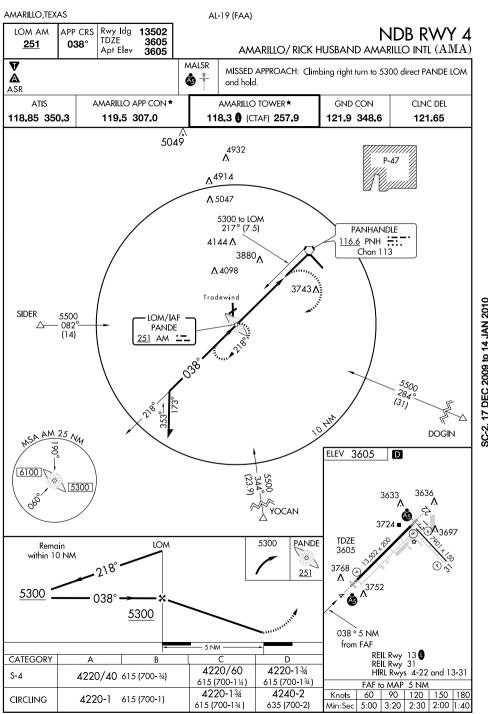


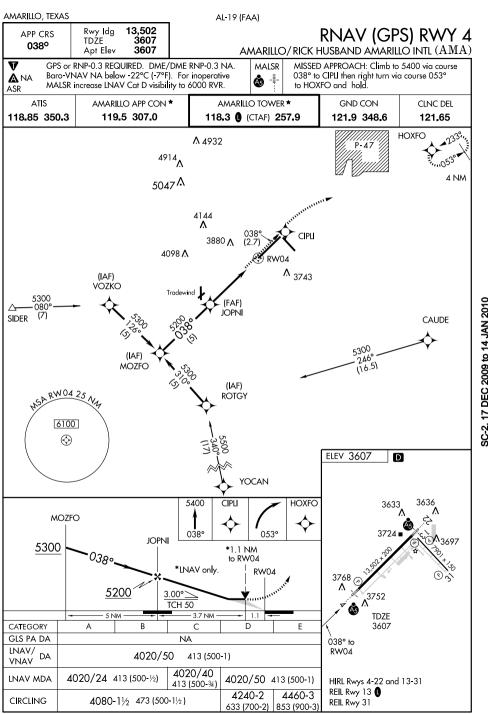




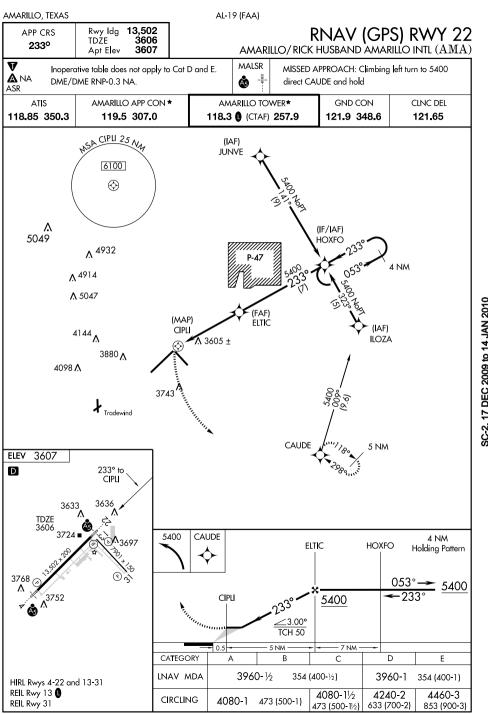




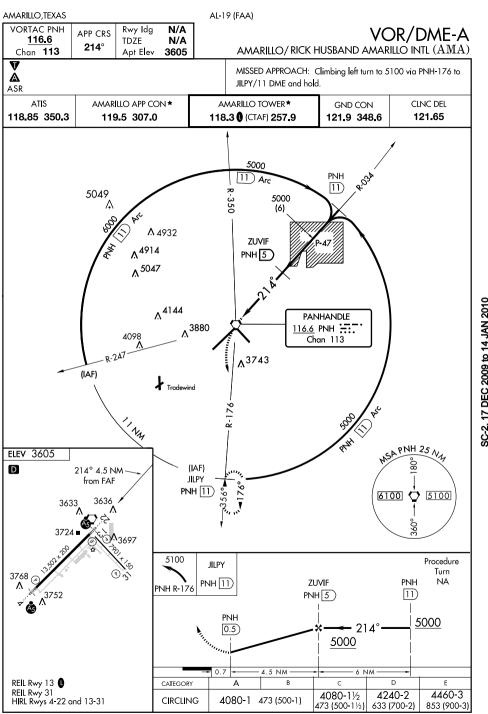


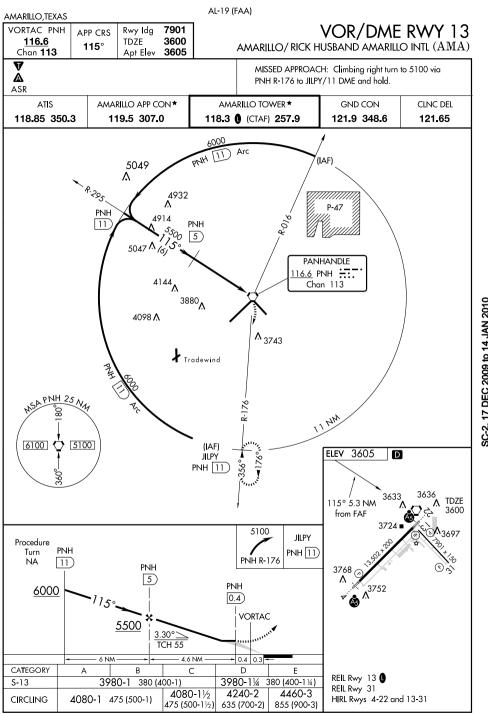


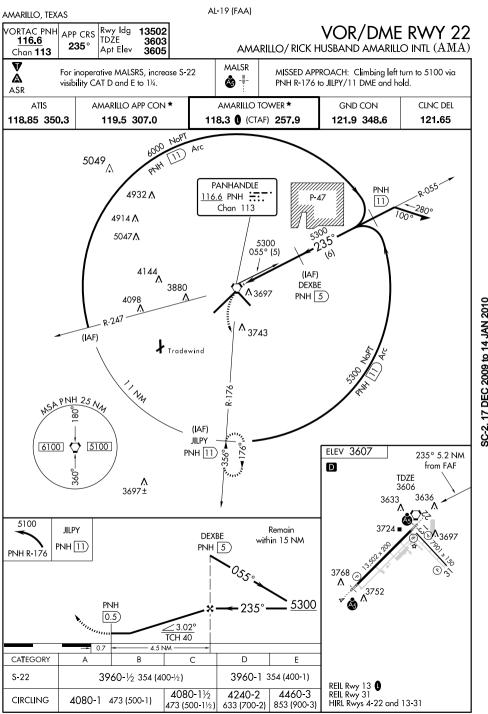
AMARILLO, TEXAS AL-19 (FAA) 7901 Rwy Ida RNAV (GPS) RWY 13 APP CRS TDŹE 3602 129° AMARILLO/RICK HUSBAND AMARILLO INTL (AMA) Apt Elev 3607 v GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. MISSED APPROACH: Climb to 6000 direct CEVEX **A**NA and hold. **ASR** ATIS AMARILLO APP CON * AMARILLO TOWER * GND CON CLNC DEL 118.85 350.3 119.5 307.0 118.3 (CTAF) 257.9 121.9 348.6 121.65 NSA RW 13 25 Ny (IAF) UKDEW 6,30 RAXIF 6100 2700 6100 (17.3) $\langle \rangle$ WFGFS 5049 A CEMTU/ 6100 2.7 NM to MOVOE 4932 4914 **∧** ۸³⁸⁵⁷ (IAF) 5047 ^^ **JADKI** (FAF) MOVOE SC-2, 17 DEC 2009 to 14, IAN 2010 4144 A **RW13** 3880 ₺ HARAMAN ANALAMAN 4098 A 3743 SIDER Procedure NA for arrivals at SIDER Int on V-402 southwest bound and at UKDEW Int on V-12-280 northeast bound. ELEV 3607 D 129° to **RW13** 3636 3633 6000 **CEVEX TDZE** 3602 CEMTU/ ®^\3697 WEGES 2.7 NM to MOVOE 6100 MOVOE 1 NM to **RW13** 5600 ∧³⁷⁵² 5400 RW13 VGSI and descent angles not coincident. 3.05°> TCH 50 3.9 NM -- 2.7 NM -4.4 NM -1.0 NM CATEGORY 3980-11/4 LNAV MDA 3980-1 378 (400-1) REIL Rwy13 378 (400-11/4) **REIL Rwy 31** 4080-11/2 4240-2 CIRCLING 4080-1 473 (500-1) HIRL Rwys 4-22 and 13-31 633 (700-2) 473 (500-11/2)

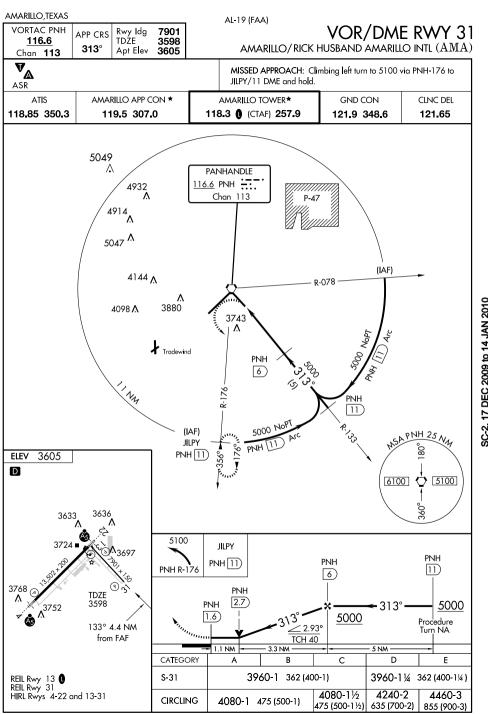


AMARILLO, TEXAS			AL-19 (FA/	4)		
APP CRS 310° RWy Idg 7901 TDZE 3600 Apt Elev 3607 AMARILLO / RICK HUSBAND AMARILLO INT						S) RWY 31 LO INTL (AMA)
T GPS A NA ASR	or RNP-0.3 R	REQUIRED. DME/DA	E RNP-0.3 NA. MISSED APPROACH: Climb to 6100 direct WEGES and hold.			lirect WEGES
ATIS 118.85 350.3	AMARILLO APP CON* 119.5 307.0		AMARILLO TOWER* 118.3 (CTAF) 257.9		GND CON 121.9 348.6	CLNC DEL 121.65
409	Λ ⁴⁹¹⁴ Λ ⁵⁰⁴⁷ Λ ⁴¹⁴	V ARARARA	RW31 3620	(FAF) PAMPE	at GOONI east bound	NA for arrivals Int on V-140 and arrivals at on V-81 south GOONI 5,232 7,315
6100 WEGES	5 1/1	YO	(IAF) FASED	2000	363: 3724	3 3636 A A
0.9 NA RW31 RW31 0.9 - CATEGORY	310	\$ 5400 ≤3.05° CH 50	- 310°	descent angles	3768 Q	TDZE 3600 310° to RW31
LNAV MDA CIRCLING			340 (400-1) 4080-1½ 473 (500-1½)	4240-2 633 (700-2)	REIL Rwy 13 () REIL Rwy 31 HIRL Rwys 4-22 and	13-31

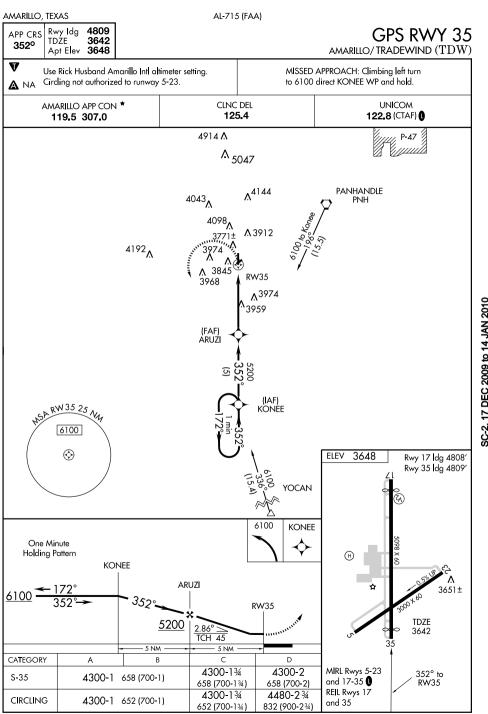


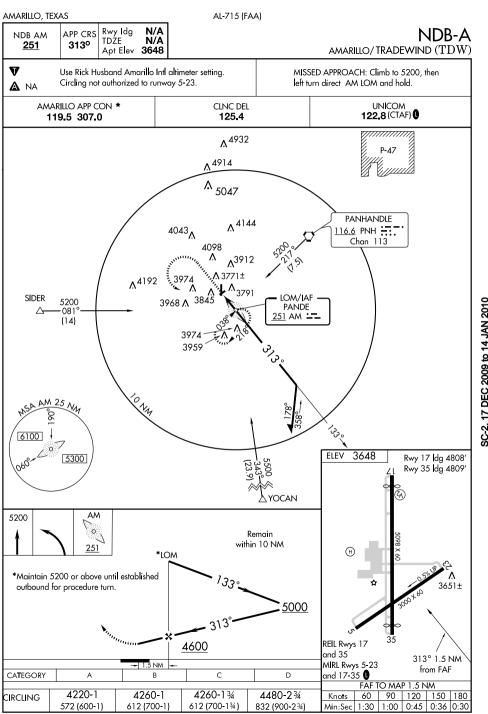


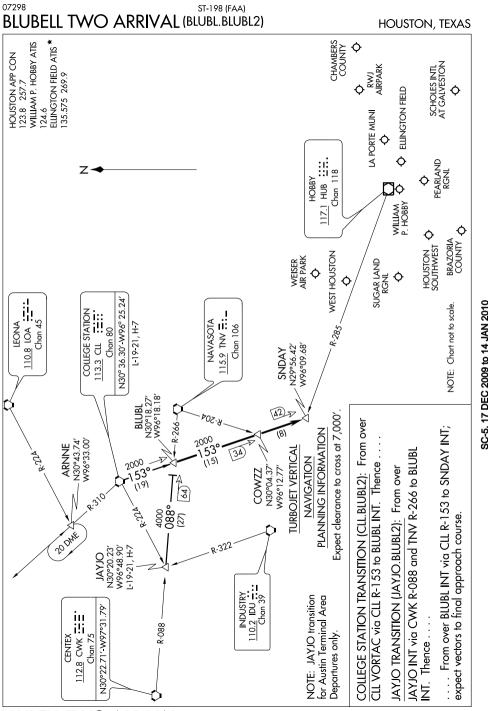


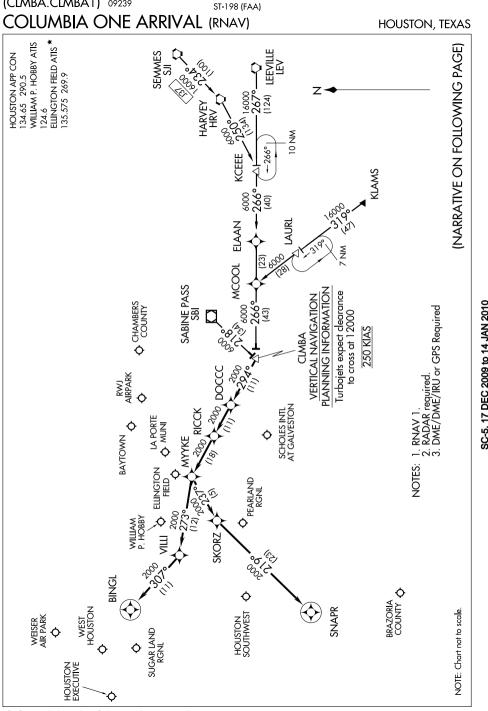


AL-19 (FAA) AMARILLO, TEXAS VORTAC PNH APP CRS Rwy Ida 13,502 VOR RWY 22 116.6 TDZE 3603 235° AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)Apt Elev 3605 Chan 113 MALSR MISSED APPROACH: Climb to 4400, then climbing V left turn to 5000 direct PNH VORTAC. ASR ATIS AMARILLO APP CON * AMARILLO TOWER ★ GND CON CLNC DEL 118.85 350.3 119.5 307.0 118.3 (CTAF) 257.9 121.9 348.6 121.65 5049 Λ - JAF 4932 PANHANDLE ۸ <u>116.6</u> PNH 👯 R-055 ۸⁴⁹¹⁴ Chan 113 5047 **^** 2800 4144 SC-2, 17 DEC 2009 to 14 JAN 2010 3880 V 4098 A ۸³⁷⁴³ Tradewind NSA PNH 25 Ny **ELEV** 3605 235° to D PNH VORTAC **♦ 5100** 6100 TDZE 3603 3636 3633 4400 5000 PNH 3724 ■ ∂^\3697 \Diamond VORTAC Remain within 10 NM 116.6 3768 5000 0.1 CATEGORY Α C D 4080-3/4 4080-1 S-22 4080-1/2 477 (500-1/2) REIL Rwy 13 0 477 (500-3/4) 477 (500-1) REIL Rwy 31 4080-11/2 4240-2 HIRL Rwys 4-22 and 13-31 CIRCLING 4080-1 475 (500-1) 635 (700-2) 475 (500-11/2)









COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and

DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF,

and VUH must be operational.)

LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)

SABINE PASS TRANSITION (SBI.CLMBA1):

SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING DUNINAVA 4. Francisco V. 2049 Land

<u>LANDING RUNWAY 4:</u> From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

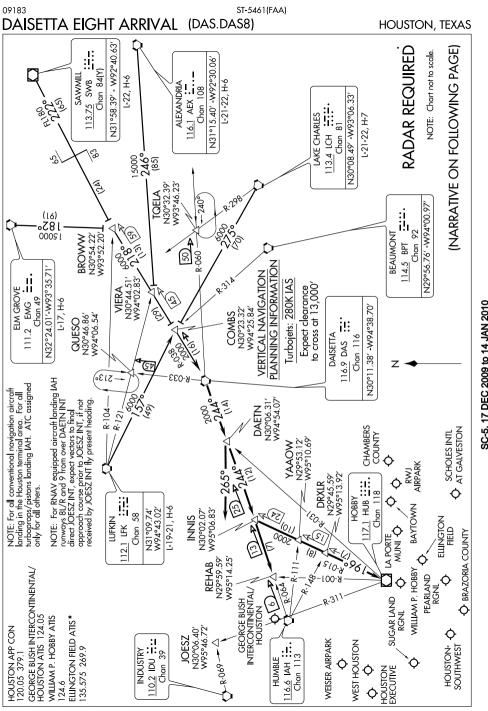
LANDING RUNWAY 12R: From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL

fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.



ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182

to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

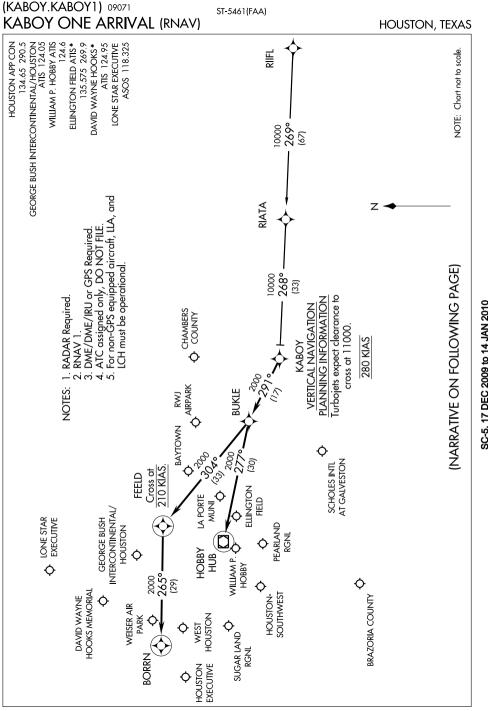
.... From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

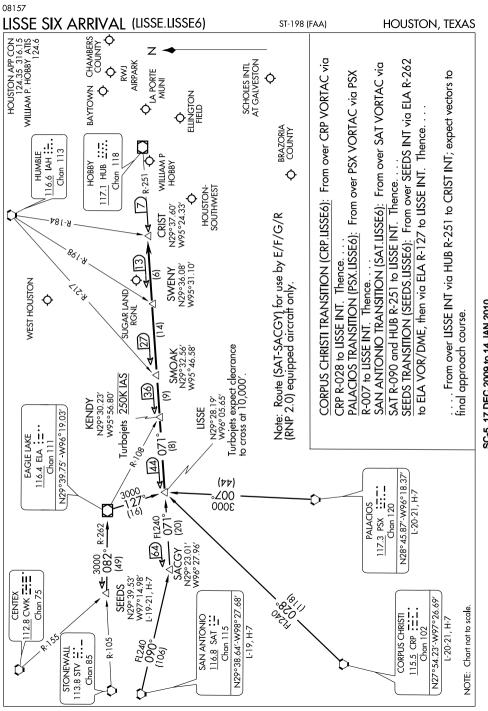
FOR ALL OTHER AIRPORTS:

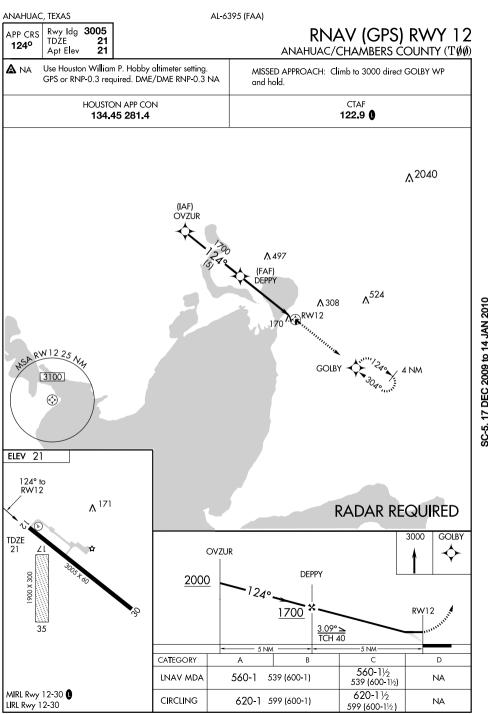
.... From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to

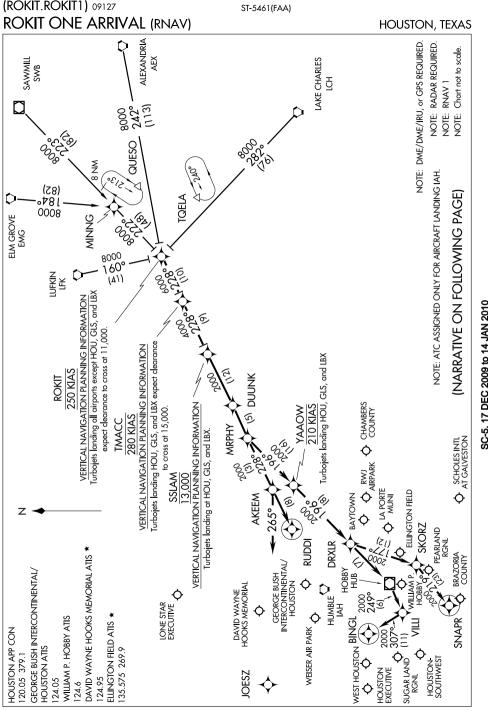
HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.



(KABOY.KABOY1) 09071	ST-5461(FAA)						
KABOY ONE ARRIVAL (RNAV)		HOUSTON, TEXAS					
ARR	RIVAL DESCRIPT	ION					
RIIFL TRANSITION (RIIFL.KABOY1)							
From KABOY via 291° track to BUKLE							
GEORGE BUSH INTERCONTINENTAL	/HOUSTON (IA	λΗ) <u>:</u>					
LANDING RUNWAYS 8L/8R, OR 9: . depicted to BORRN. Expect vectors to received by BORRN, fly present heading	final approach						
ALL OTHER RUNWAYS: From BI approach course prior to FEELD.	UKLE via 304° 1	track to FEELD. Expect vectors to final					
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.							
ALL OTHER AIRPORTS: From BUK Expect vectors to final approach course							
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		5					
		, u					







ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.

ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.

LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.

LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational. SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS

must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

.... From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect

vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU): RUNWAY 4 From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR.

present heading.

present heading.

(ROKIT.ROKIT1) 09239

Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly

RUNWAY 12R From MRPHY via 196° track to YAAOW, thence as depicted to BINGL.

Expect vectors to final approach course prior to BINGL, if not received by BINGL fly

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

DRXLR. Expect vectors to final approach course prior to DRXLR.

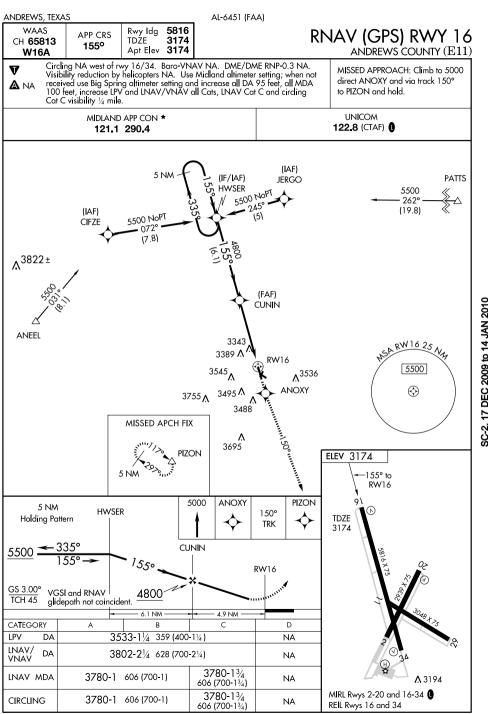
RUNWAYS 8 L/R and 9 From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

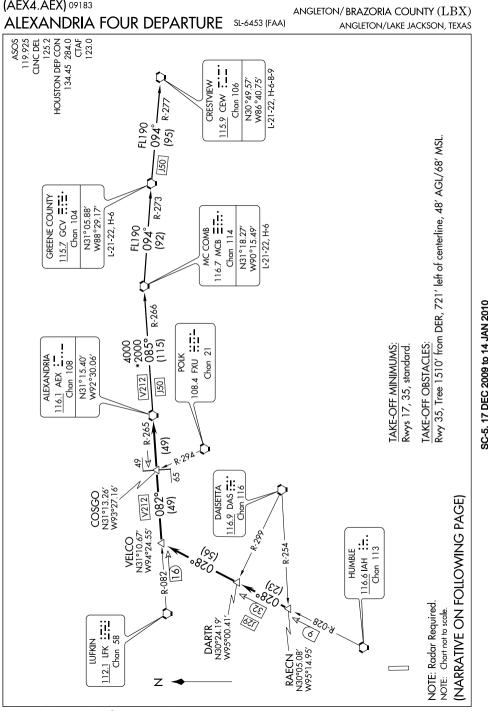
ALL OTHER RUNWAYS From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

ALL OTHER RUNWAYS From MRPHY via 196° track to YAAOW, thence as depicted to

FOR OTHER SATELLITE AIRPORTS:

.... From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.





(AEX4.AEX) 09071 ANGLETON/ BRAZORIA COUNTY (LBX)ALEXANDRIA FOUR DEPARTURE SL-6453 (FAA) ANGLETON/LAKE JACKSON, TEXAS

V

DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading for vectors to RAECN INT,

then via GCV R-094 and CEW R-277 to CEW VORTAC

GCV VORTAC

maintain 4000', expect filed altitude 10 minutes after departure. Thence via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265

to AFX VORTAC

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY

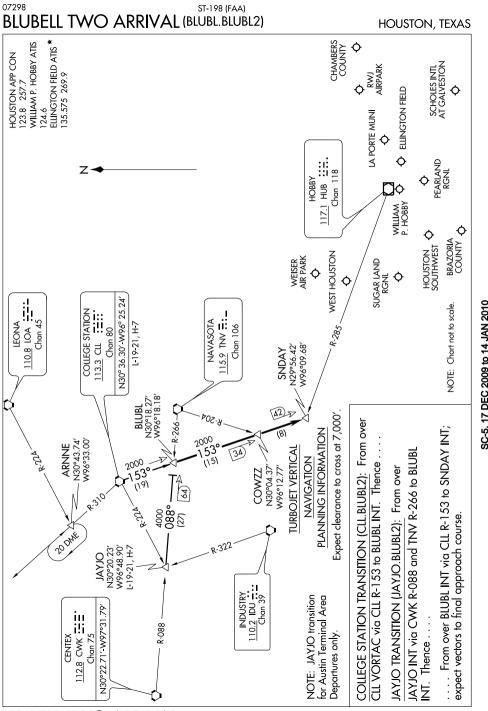
DO NOT FILE:

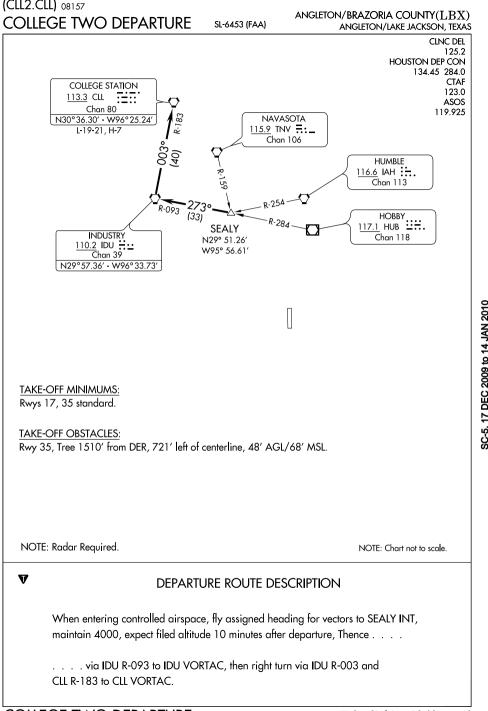
CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC,

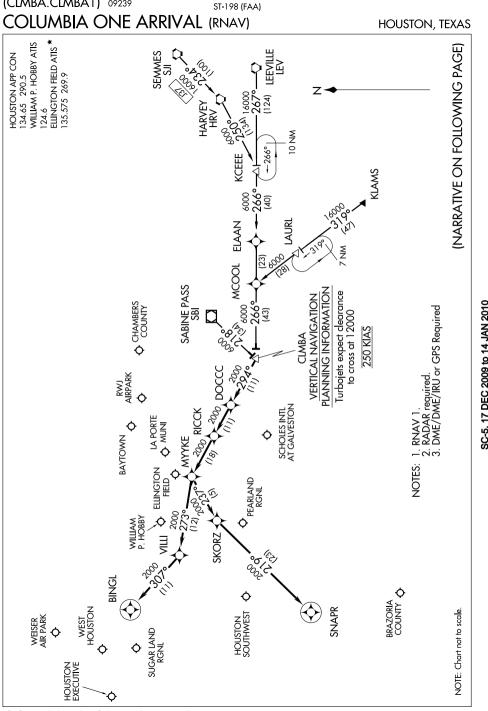
GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC

SC-5, 17 DEC 2009 to 14 JAN 2010







COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and

DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF,

and VUH must be operational.)

LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)

SABINE PASS TRANSITION (SBI.CLMBA1):

SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK

WILLIAM P. HOBBY/HOUSTON (HOU):

WIELIAM F. HOBBITTHOOSIGIN (HOO).

LANDING RUNWAY 4: From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by

SNAPR fly present heading.

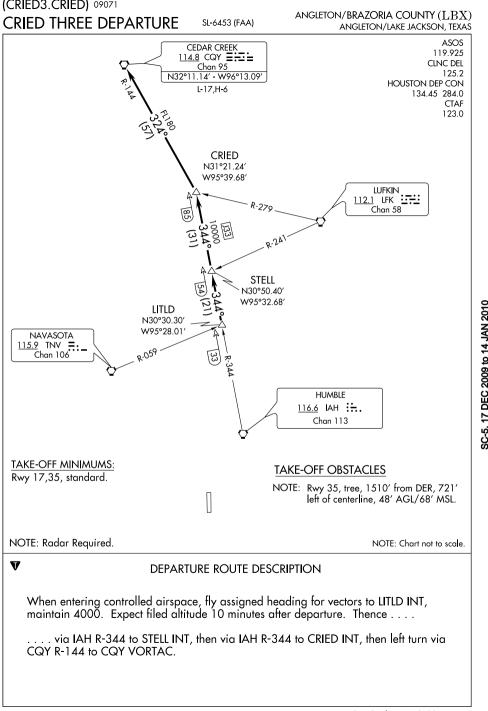
<u>LANDING RUNWAY 12R:</u> From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL

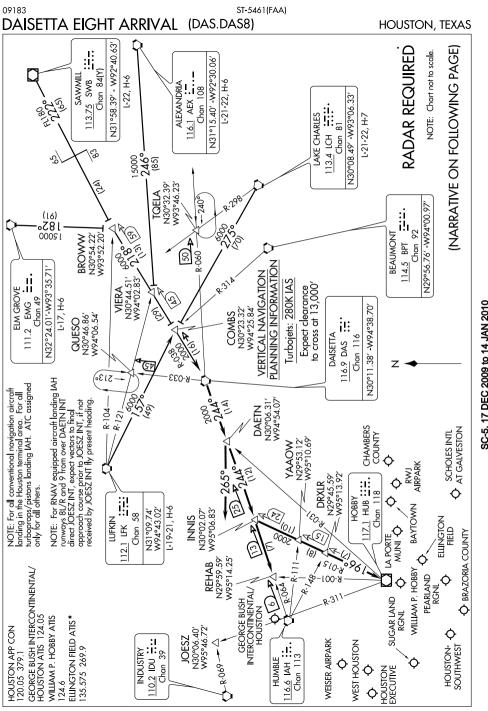
fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final

approach course prior to MYYKE. Expect vectors to final

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.





ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182

to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

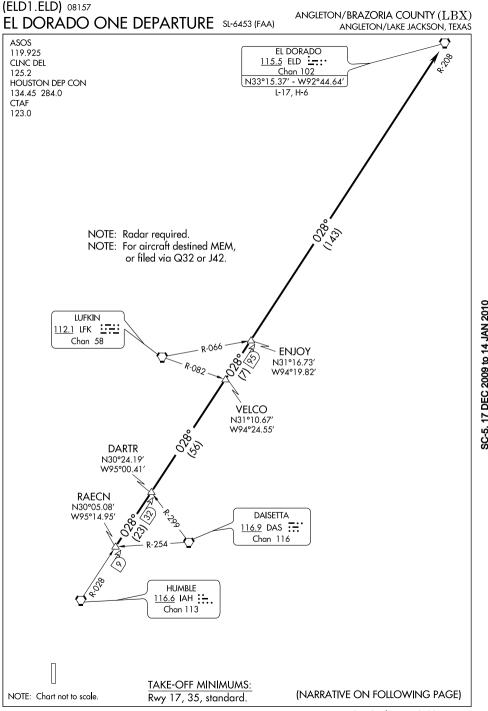
.... From DAETN INT fly heading 265° for vectors to final approach course.

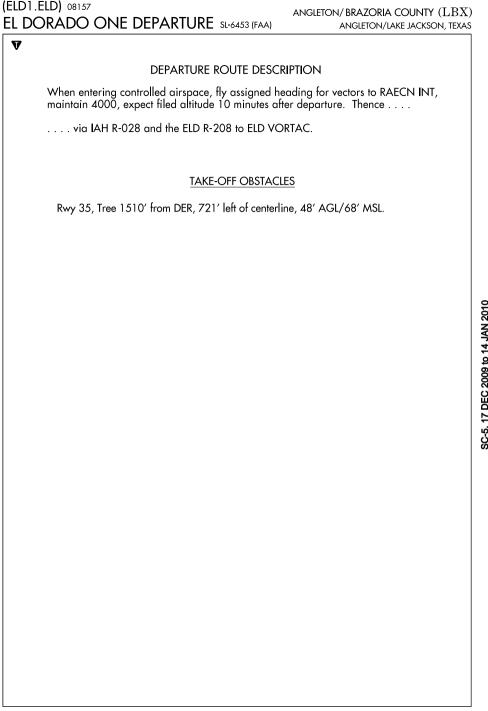
FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

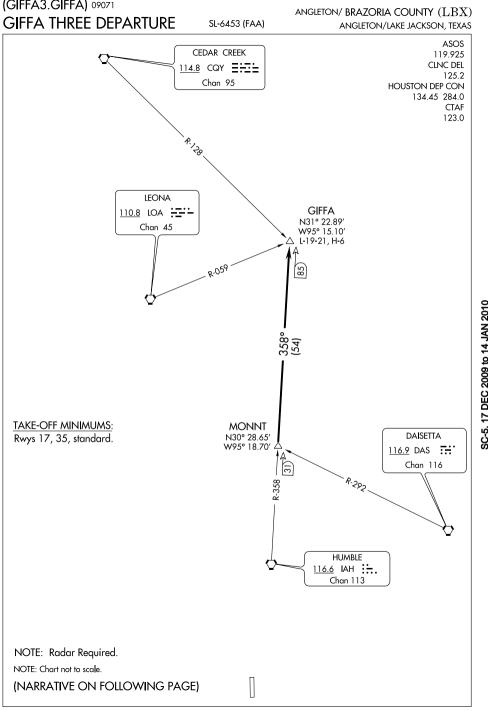
FOR ALL OTHER AIRPORTS:

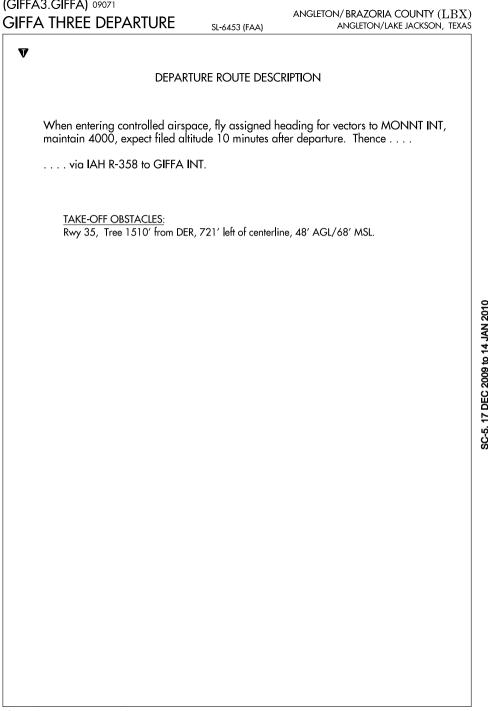
.... From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to

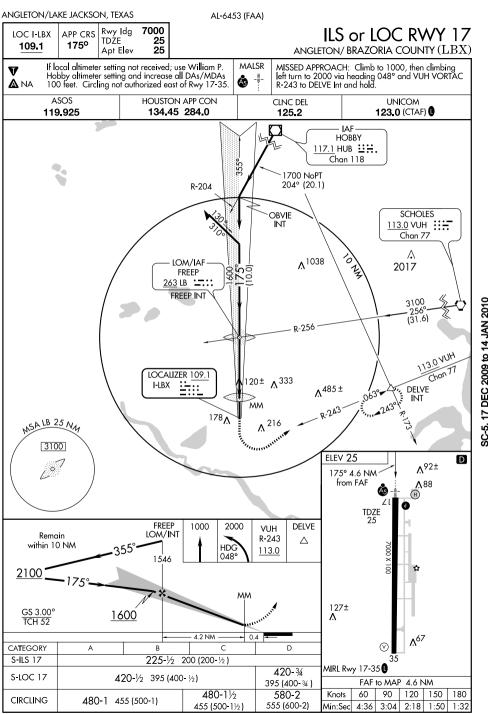
HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

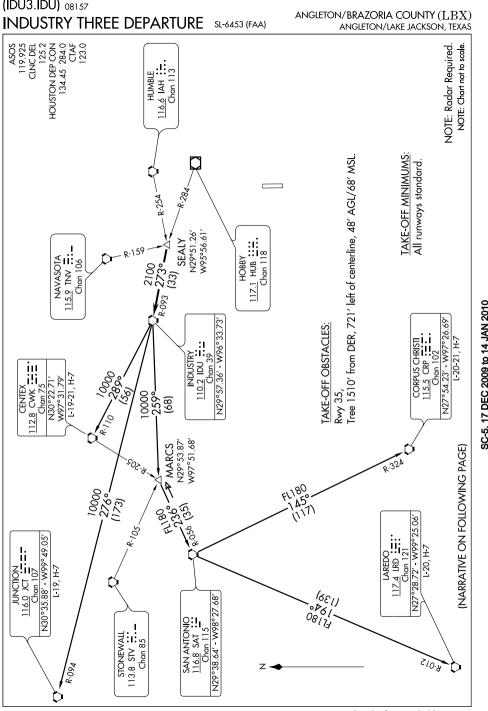


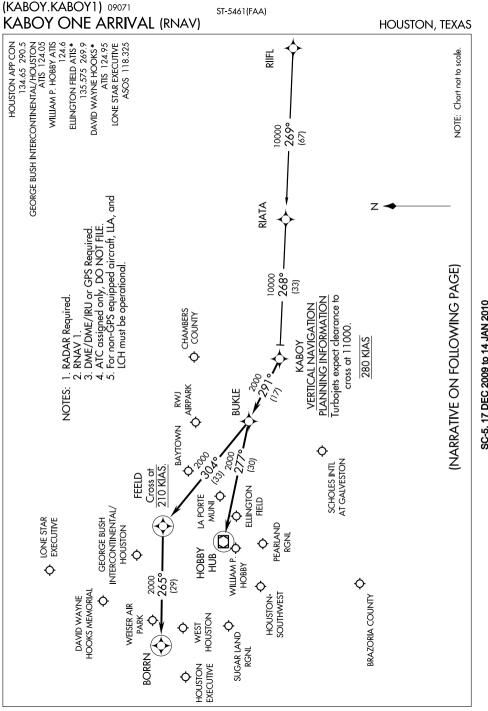




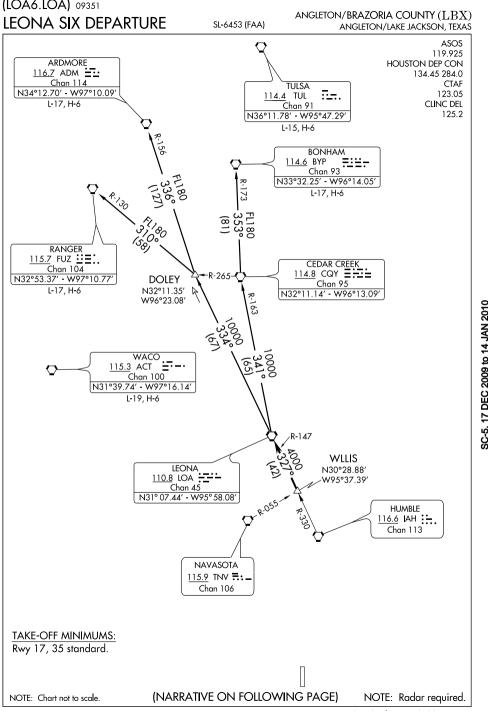


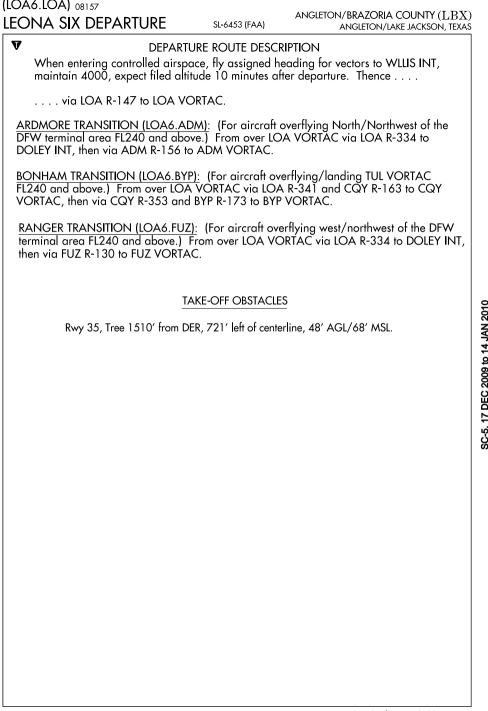


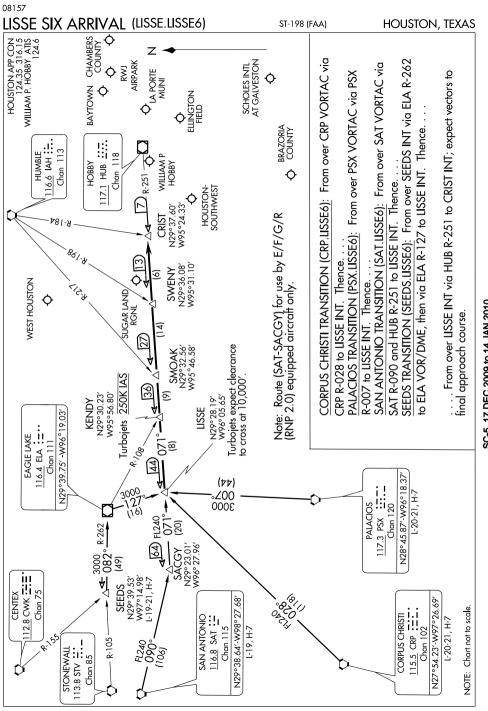


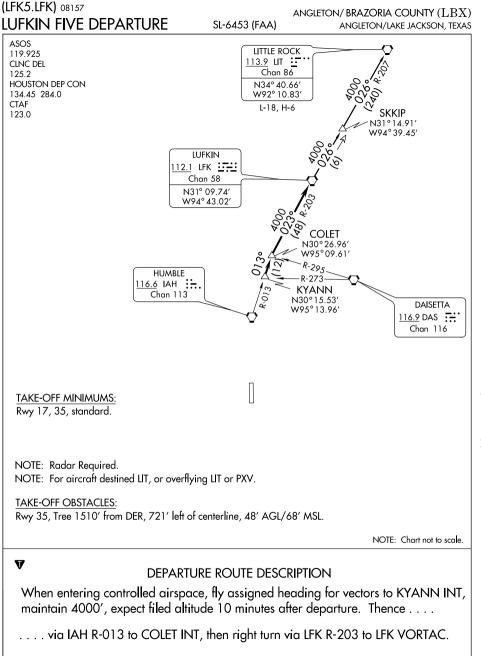


(KABOY.KABOY1) 09071	ST-5461(FAA)	
KABOY ONE ARRIVAL (RNAV)		HOUSTON, TEXAS
ARR	RIVAL DESCRIPT	ION
RIIFL TRANSITION (RIIFL.KABOY1)		
From KABOY via 291° track to BUKLE		
GEORGE BUSH INTERCONTINENTAL	/HOUSTON (IA	λΗ) <u>:</u>
LANDING RUNWAYS 8L/8R, OR 9: . depicted to BORRN. Expect vectors to received by BORRN, fly present heading	final approach	
ALL OTHER RUNWAYS: From BI approach course prior to FEELD.	UKLE via 304° 1	track to FEELD. Expect vectors to final
DAVID WAYNE HOOKS MEMORIAL (I From BUKLE via 304° track to FEE prior to FEELD.	DWH) AND LO ELD. Expect vec	NE STAR EXECUTIVE (CXO): ctors to final approach course
ALL OTHER AIRPORTS: From BUK Expect vectors to final approach course		
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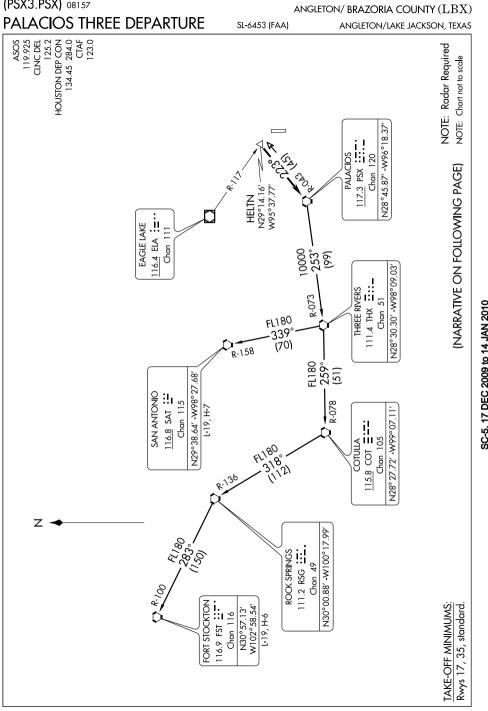




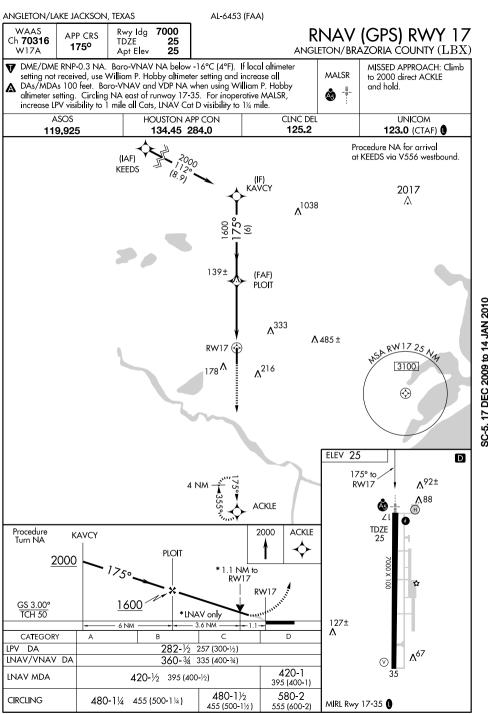


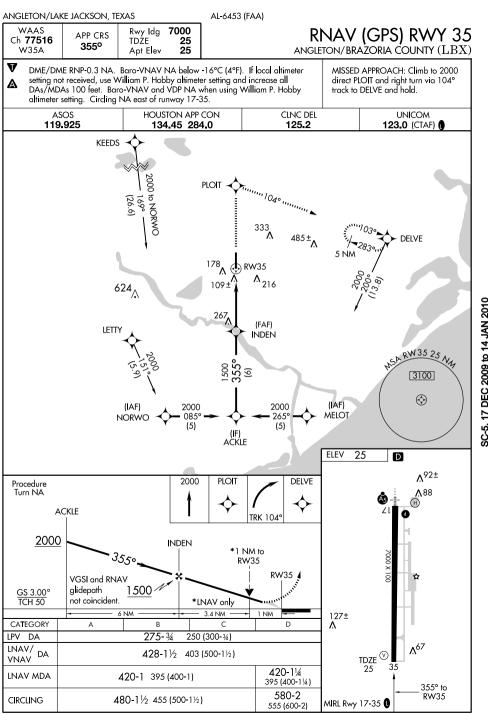


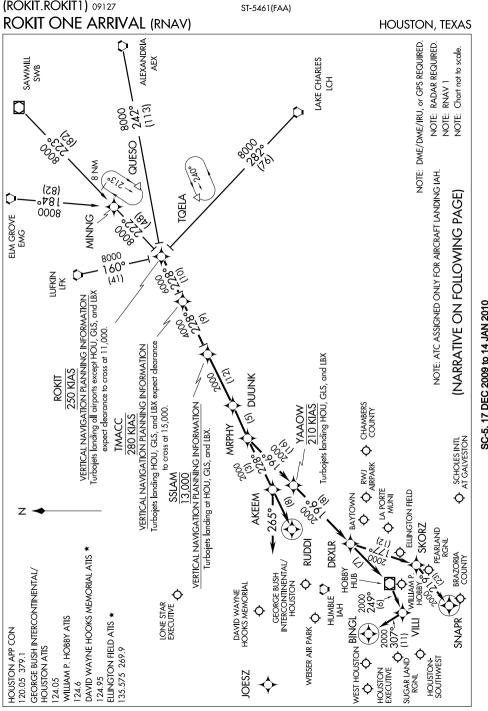
LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.



(PSX3.PSX) 081 <i>57</i>	angleton/brazoria county (LBX)		
PALACIOS THREE DEPARTURE	SL-6453 (FAA) ANGLETON/LAKE JACKSON, TEXAS		
▼ DEPARTURE ROUTE DESCRIPTION			
	v assigned heading for vectors to HELTN INT, 10 minutes after departure. Thence		
via PSX R-043 to PSX VORTAC	C.		
FORT STOCKTON TRANSITION (PSX3 via PSX R-253 and THX R-073 to THX COT R-078 to COT VORTAC, then via VORTAC, then via RSG R-283 and FST	VORTAC, then via THX R-259 and I COT R-318 and RSG R-136 to RSG		
SAN ANTONIO TRANSITION (PSX3.S via PSX R-253 and THX R-073 to THX ' SAT R-158 to SAT VORTAC.			
TAKE-OFF OBSTACLES: Rwy 35, Tree 1510' from DER, 721' left of a	centerline, 48' AGL/68' MSL.		







ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.

ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.

LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.

LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational. SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS

must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

.... From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect

vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU): RUNWAY 4 From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR.

present heading.

present heading.

(ROKIT.ROKIT1) 09239

Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly

RUNWAY 12R From MRPHY via 196° track to YAAOW, thence as depicted to BINGL.

Expect vectors to final approach course prior to BINGL, if not received by BINGL fly

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

DRXLR. Expect vectors to final approach course prior to DRXLR.

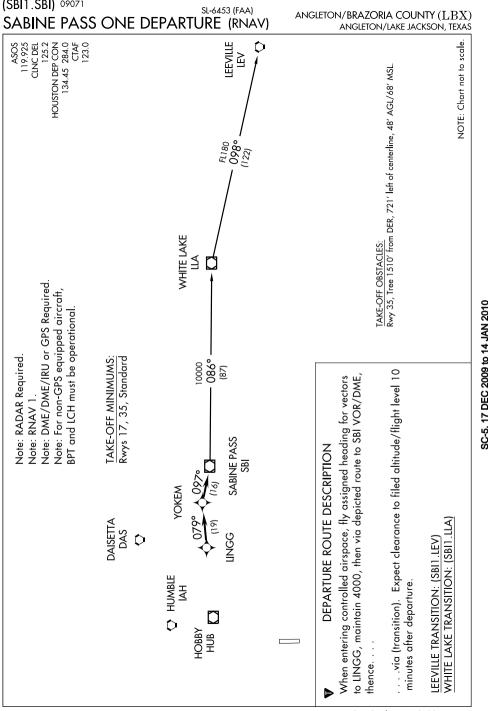
RUNWAYS 8 L/R and 9 From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

ALL OTHER RUNWAYS From MRPHY via 196° track to YAAOW, thence as depicted to

FOR OTHER SATELLITE AIRPORTS:

.... From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.



09071 ST-198 (FAA) WILLIAM P. HOBBY TEXNN FOUR ARRIVAL (TEXNN.TEXNN4) HOUSTON, TEXAS HOUSTON APP CON COWBOY 126.675.339.8 116.2 CVE ..:= WILLIAM P. HOBBY ATIS Chan 109 124.6 N32°53.42′-W96°54.24′ **ELLVR** FUINGTON FIFID ATIS MAVERICK N31°42 49' 135.575 269.9 L-17. H-6 113.1 TT = W96°50.27′ Chan 78 L-19, H-6 √ R-074-**GOALL** WACO NOTE: For TURBOJETS only landing 106 N31°35.56' 115.3 ACT **≒-** − EFD, GLS, HOU and LBX. W96°49.16' Chan 100 TEMPLE **PPUNT** 110.4 TPL := -N31°11.73' Chan 41 W96°45.37' DRPPD LOA -R-268 R-082 N30°46.90' W96°41.45′ LEONA ARNNE 110.8 LOA 💳 -N30°43.74' AOJ W96°33.00′ Chan 45 **FTBAL** R-233 N30°34.98 W96°39.58' COLLEGE STATION 16000 113.3 CLL ::::: *4100 Chan 80 088° (1111)E CO LLANO **CARRR** 38 50 B NAVASOTA 108.2 LLO :=:: N30°24.16' 1/5/ 115.9 TNV =:_ W96°26.54' Chan 19 Chan 106 N30°47.78′-W98°47.24′ L-19, H-6 8000 R-088 *1800 R-265 23) 0880 HUMBLE (40)CLL R-147/₺ 116.6 IAH 🟪. 63) ILEXY -229_ -R-18 Chan 113 **QTRBK** N30°21.17' N30°03.59' W97°04.76' **TEXNN** W96°07.70′ L-19-21-17 N30°17.92 W96°19.03' HOBBY CENTEX 117.1 HUB <u>□</u> ∷. 112.8 CWK ==== COACH Chan 118 **JABBS** Chan 75 N30°12.36' N29°39.34′-W95°16.60′ N29°48.35′-W96°12.38' W95°28.20' TURBOJETS: **INDUSTRY** Expect to cross HU_B 110.2 IDU **∷** ∴ Chan 39 R-283. at 11000'. TAKKL (G) 0960 N29°51.79′ (21) W96°01.43′ (9) (7) R-276 NOTE: For RNAV equipped aircraft landing HOU: 37 116 Landing RWY 12R, may expect direct JABBS INT; O RECVR **FMBIF** Landing RWY 4, may expect direct CARCO INT. TCHDN WILLIAM P. N29°46.33' N29°42.39′ N29°40.66' HOBBY W95°58.53' W95°34.75' W95°24.44' NOTE: ILEXY transition for AUSTIN terminal area ELLINGTON Turbojets CARCO-**FIELD** departures only. **250KTS** N29°28.03' BRAZORIA SCHOLES INTL W95°28.48' O COUNTY AT GALVESTON (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

09071 ST-198 (FAA) WILLIAM P. HOBBY TFXNN FOUR ARRIVAL (TEXNN.TEXNN4)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

COWBOY TRANSITION (CVE.TEXNN4): From over CVE VOR/DME via CVE R-171 to ELLVR INT, then via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence

ELLVR TRANSITION (ELLVR.TEXNN4): From over ELLVR INT via IDU R-344 to FTBAL

INT. Thence

INT, then via TPL R-124 to TEXNN INT. Thence ILEXY TRANSITION (ILEXY.TEXNN4): From over ILEXY INT via CWK R-088 to TEXNN

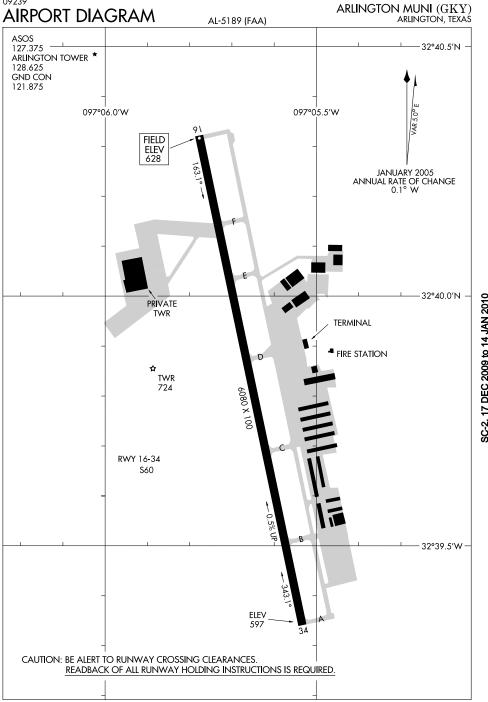
LLANO TRANSITION (LLO.TEXNN4): From over LLO VORTAC via LLO R-088 to FTBAL

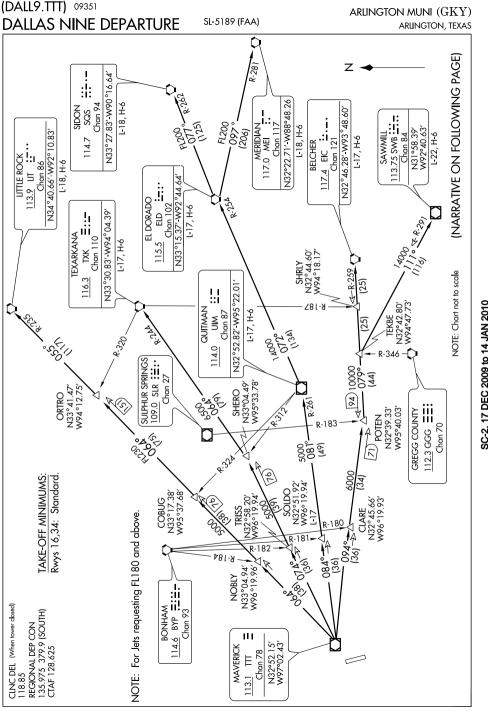
INT, then via TPL R-124 to CARRR INT, then to TEXNN INT. Thence

. . . . From over TEXNN INT via TPL R-124 to COACH INT/87 DME, then via CLL R-147 to RECVR INT/55 DME, then via HUB R-276 to TCHDN INT, then via HUB R-276 to HUB VOR. Expect vectors to final approach course at or prior to TCHDN INT.

... LANDING RWY 22: Expect vectors to final approach course at or prior to HUB VOR

(NGP2.NGP) 08157 ANGLETON/BRAZORIA COUNTY (LBX)TRUAX TWO DEPARTURE HOUSTON, TEXAS SL-6453 (FAA) ASOS 119,925 CLNC DEL 125.2 HOUSTON DEP CON 134.45 284.0 CTAF **HOBBY** 123.0 117.1 HUB <u>∷</u>; Chan 118 EAGLE LAKE 116.4 ELA :=.. Chan 111 Note: For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP **YAWNS** N28°49.39' VORTAC to international destinations **SCHOLES** W95°33.96′ 113.0 VUH :::-Chan 77 TRUAX 114.0 NGP ==-. Chan 87 N27°41.18′ - W97°17.69′ 1-20-21 TAKE-OFF MINIMUMS: Rwy 17, 35 standard. TAKE-OFF OBSTACLES Rwy 35, Tree 1510' from DER, 721' left of centerline, 48' AGL/ 68' MSL NOTE: Chart not to scale. NOTE: Radar Required. V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading for vectors to YAWNS INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence. via VUH R-228 and NGP R-047 to NGP VORTAC.





SC-2, 17 DEC 2009 to 14 JAN 2010

77

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route. **JETS**

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV

terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via

EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal

area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072

and ELD R-254 to ELD VORTAC. LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to

ORTRO INT, then via LIT R-235 to LIT VORTAC. MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal

area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via

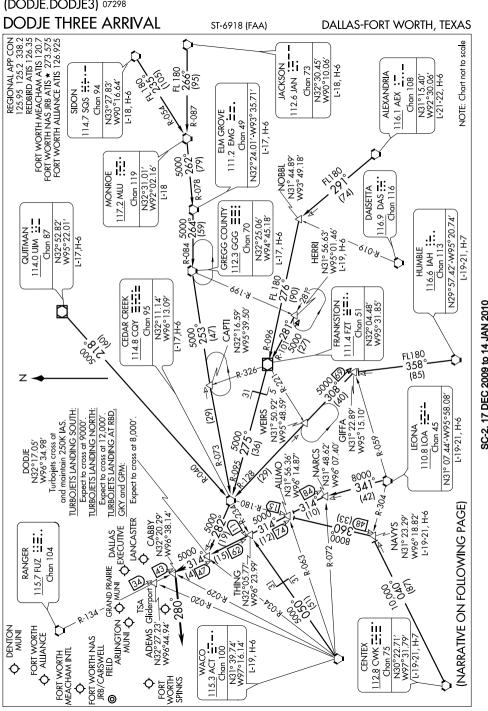
ELD R-097 and MEI R-281 to MEI VORTAC. QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261

to UIM VOR/DME. SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to

POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME. SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to

SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC. SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to

SOLDO INT. TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.



ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS

INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . . ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY

VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253

and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . HERRI TRANSITION (HERRI DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY

R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to

CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via

GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . .

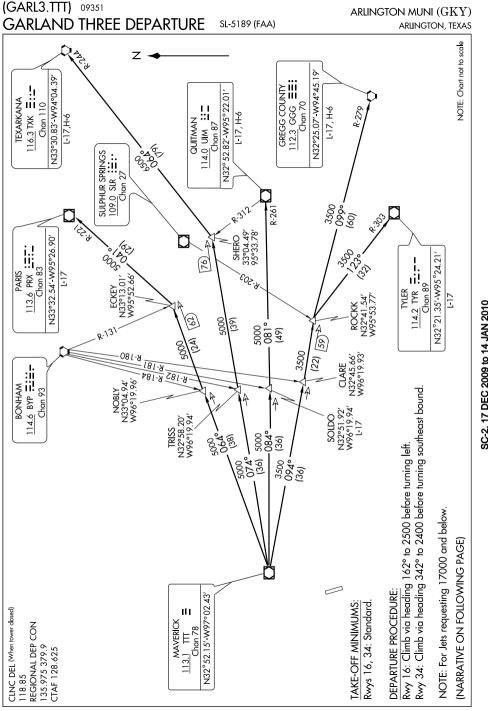
NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT, Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and

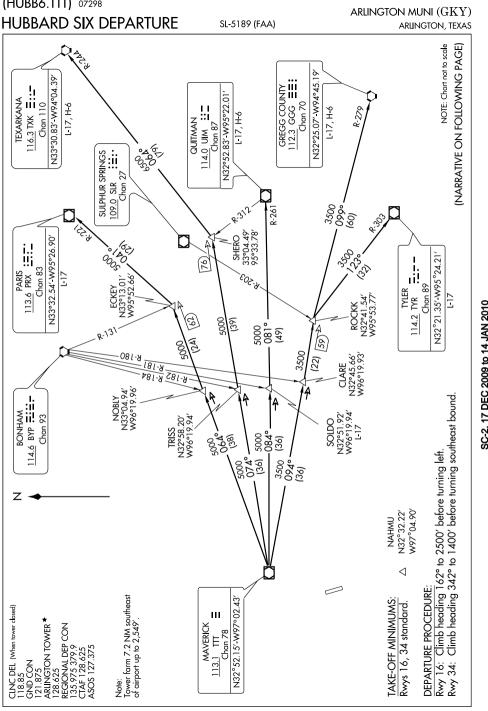
MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . . From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.



(GARL3.TTT) 09351 ARLINGTON MUNI (GKY) GARLAND THREE DEPARTURE SL-5189 (FAA) ARLINGTON, TEXAS V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading to appropriate route. LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC. PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME. QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME. SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT. TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC. TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK SC-2, 17 DEC 2009 to 14 JAN 2010 INT, then via TYR R-303 to TYR VOR/DME.



ARLINGTON MUNI (GKY) SL-5189 (FAA)

HUBBARD SIX DEPARTURE

ARLINGTON, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010

V

(HUBBO.111) 07354

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094

to ROCKK INT, then via GGG R-279 to GGG VORTAC. PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY

INT, then via PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT. TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074

to SHERO INT, then via TXK R-244 to TXK VORTAC. TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK

INT. then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES: Rwv 16:

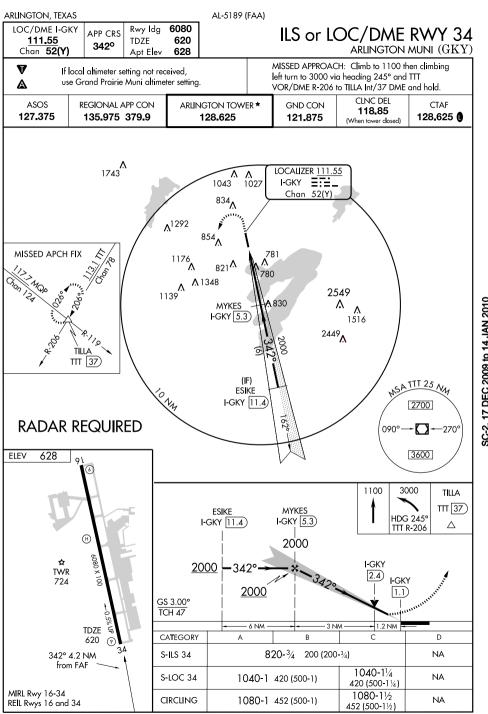
Multiple REILS beginning 77' from departure end of runway, 127' right of

centerline, 7' AGL/601' MSL. Multiple REILS beginning 74' from departure

end of runway, 126' left of centerline, 7' AGL/603' MSL. Tree 590' from departure end of runway, 480' right of centerline, 16' AGL/614' MSL. Rwy 34:

Tree 1,083' from departure end of runway, 710' right of centerline, 35' AGL/670' MSL. Tree 705' from departure end of runway, 403' left of

centerline, 38' AGL/654' MSL'. Tree 231' from departure end of runway, 464' left of centerline, 35' AGL/642' MSL. Multiple trees beginning 1.093' from departure end of runway, 415' right of centerline, up to 39' AGL/663' MSL.



(JPOOL4.TTT) 09351 ARLINGTON MUNI (GKY) JOE POOL FOUR DEPARTURE SL-5189 (FAA) ARLINGTON, TEXAS CLNC DEL (When tower closed) 118.85 GND CON 121.875 MAVERICK ARLINGTON TOWER * TAKE-OFF MINIMUMS: 113.1 TTT 128.625 Rwys 16, 34 standard. Chan 78 REGIONAL DEP CON 135.975 379.9 N32 °52 15′-W97 °02 43′ CTAF 128.625 **DEPARTURE PROCEDURE:** ASOS 127.375 Rwy 16: Climb via heading 162° to 2500 before turning left. Rwy 34: Climb via heading 342° to 1400 before turning southeast bound. (35 TSA Gliderport CEDAR CREEK 114.8 CQY **NELYN** DARTZ N32°17.10′ N32°17.07′ Chan 95 W97°11.15′ W96°48.93′ R-074-R-273 R-275 R-072 SC-2, 17 DEC 2009 to 14 JAN 2010 ARDIA JASPA N32°17.10′ (25°5) W96°56.27′ N32°17.10′ W97°03.54′ **BRDEN** L-17 L-17 N31°53.06' **GLEN ROSE** W96°39.80′ 115.0 JEN : ... 7000 (35)400 170 (38) Chan 97 8000 45) **TORNN ELLVR** R-357 6 N31°31.22' N31°42.49' TNV W96°30.88′ W96°50.27' WACO._ 115.3 ACT _---R-334 H-6 L-19, H-6 R-074 11 NM Chan 100 LEONA R-093 R-120 110.8 LOA := N31° 39.74′-W97°16.14′ 8 Chan 45 L-19, H-6 WINDU N31°31.83′ W97°04.95' R-268 1200 193° (70) L-19, H-6 BILEE: N31°09.75' **COLLEGE STATION** W96°23.31′ 113.3 CLL :::: **HOARY** L-19-21, H-6 N30°34.63' Chan 80 W97°46.52' N30°36.30′-W96°25.24′ L-19-21, H-7 L-19-21,H-7 NAVASOTA 115.9 TNV ... **CENTEX** Chan 106 112.8 CWK ==== Chan 75 SAN ANTONIO 116.8 SAT ::: Chan 115 N29°38.64 W98°27.68 L-19,H-7 (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via

TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT

VOR/DME via TTT R-156 to BILEE INT. BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156

to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC. ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT

VOR/DME via TTT R-166 to ELLVR INT. HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC,

then via ACT R-193 to HOARY INT. JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME

via TTT R-176 to JASPA INT. SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and

San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

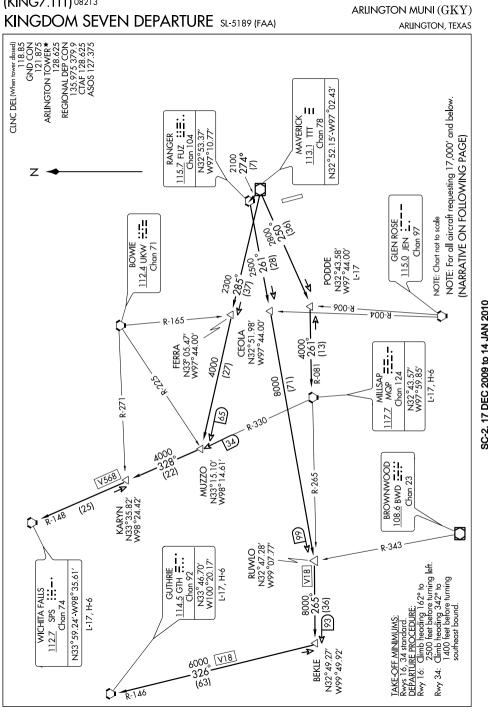
TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake

Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN

INT, then via ACT R-357 to ACT VORTAC. WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or

San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.



KINGDOM SEVEN DEPARTURE SL-5189 (FAA)



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over

TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT,

then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC. MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC

westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC. PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME

via TTT R-250 to PODDE INT. WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT

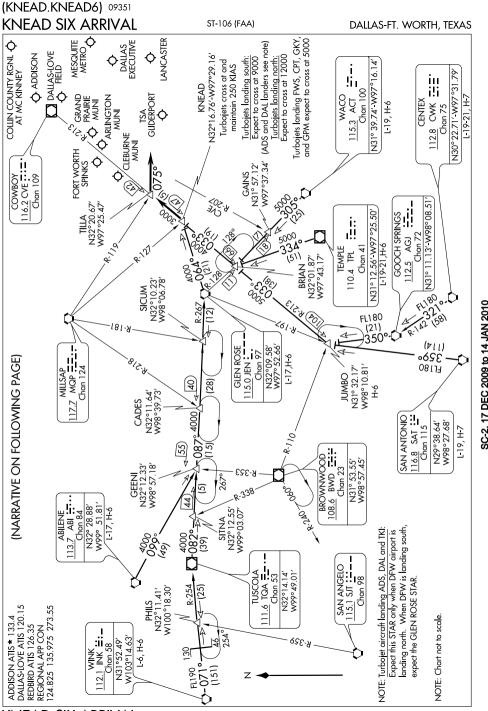
VOR/DME via TTT R-285 to MUZZÓ INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES:

Note: Rwy 16, Multiple REILS beginning 77' from DER, 127' right of centerline, 7' AGL/601' MSL. Multiple REILS beginning 74' from DER, 126' left of centerline, 7' AGL/603' MSL. Tree 590' from DER, 480' right of centerline, 16' AGL/614' MSL.

Note: Rwy 34, Tree 1,083' from DER, 710' right of centerline, 35' AGL/670' MSL. Tree 705' from DER, 403' left of centerline, 38' AGL/654' MSL. Tree 231' from DER, 464' left of centerline,

35' AGL/642' MSL. Multiple trees beginning 1093' from DER, 415' right of centerline, up to 39' AGL/663' MSL.



WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading

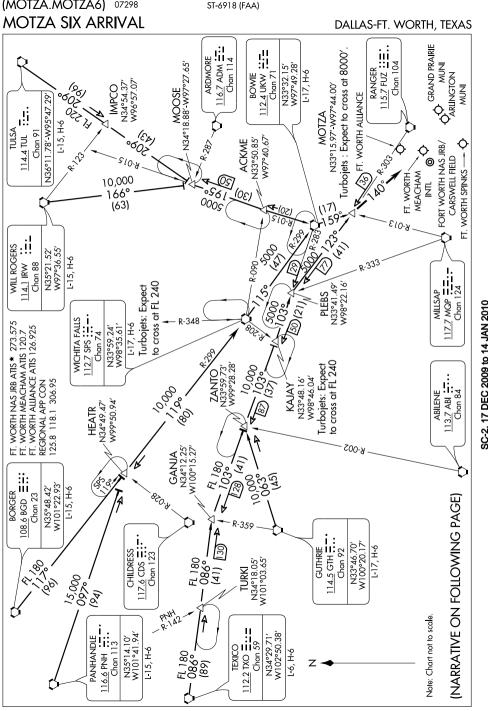
WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267

to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence

to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence

075° for vectors to final approach course.

SC-2, 17 DEC 2009 to 14 JAN 2010



(MOIZA, MOIZA6) 04330 ST-6918 (FAA) MOTZA SIX ARRIVAL DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to

ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT.

UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence

Thence PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to

INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence

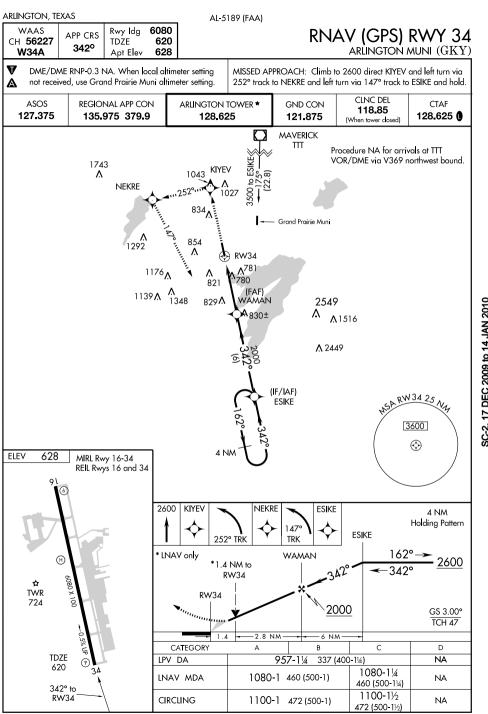
TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA

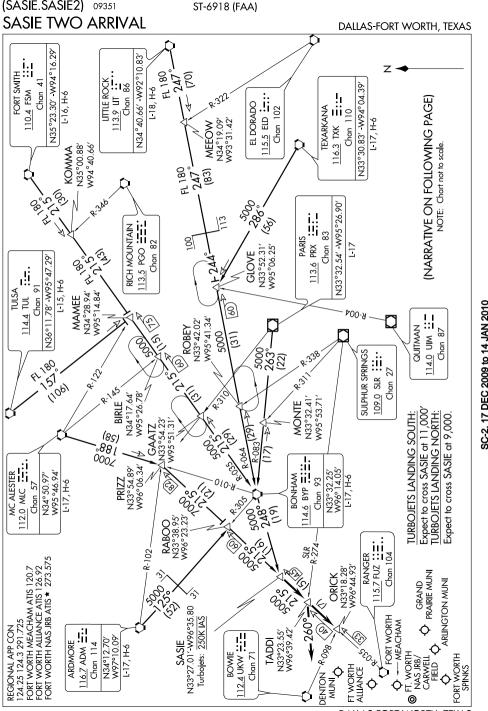
WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. 17 DEC 2009 to 14 .IAN 2010

Thence

.... From over MOTZA INT, thence via heading 140° for vectors to final approach course.





ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . . BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .

FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .

LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248

to SASIE INT. Thence. . . MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188

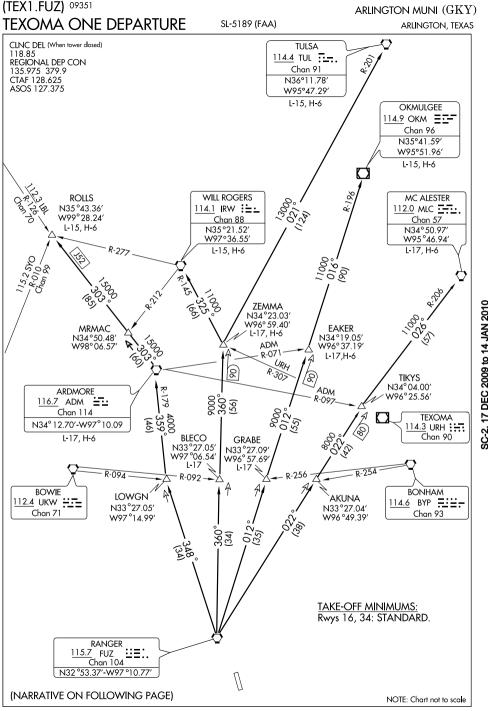
to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . . PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP

R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . . TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to

GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . . TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE

INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when

directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC. BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC

via FUZ R-360 to BLECO INT.

OKM VOR/DME.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area) From over FUZ VORTAC via FUZ R-012 to FAKER INT

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME

proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to

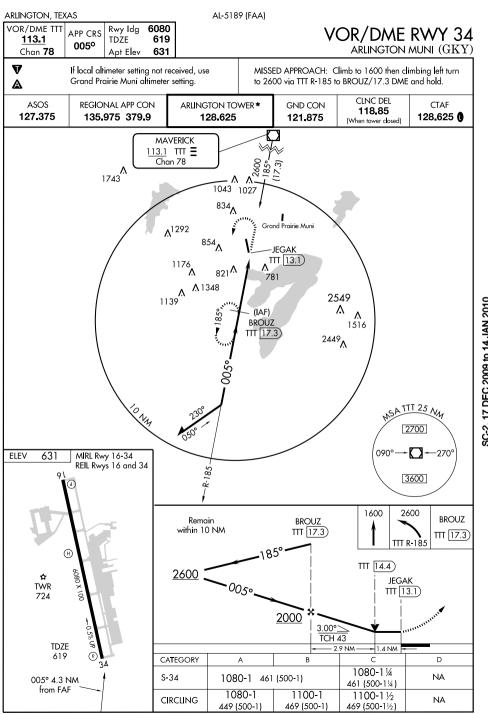
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM

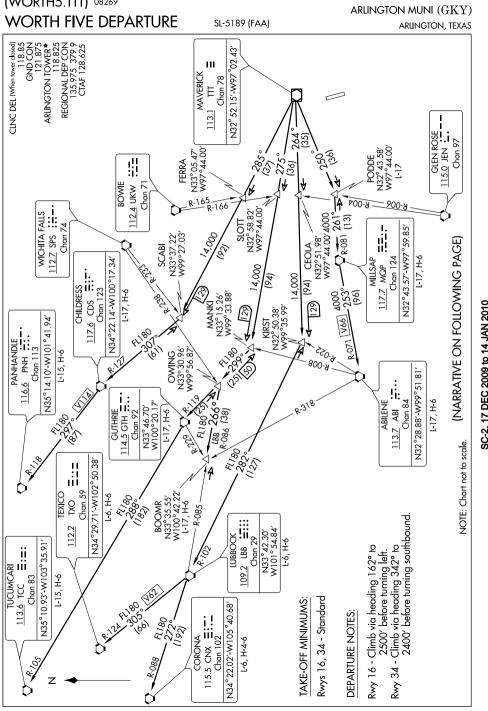
R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT. TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From

over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC. WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the

Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.





(WORIH5.111) 06215 ARLINGTON MUNI (GKY) **WORTH FIVE DEPARTURE** SL-5189 (FAA) ARLINGTON, TEXAS V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading and altitude to appropriate route ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC. LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to

KIRST INT, then via LBB R-102 to LBB VORTAC. MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

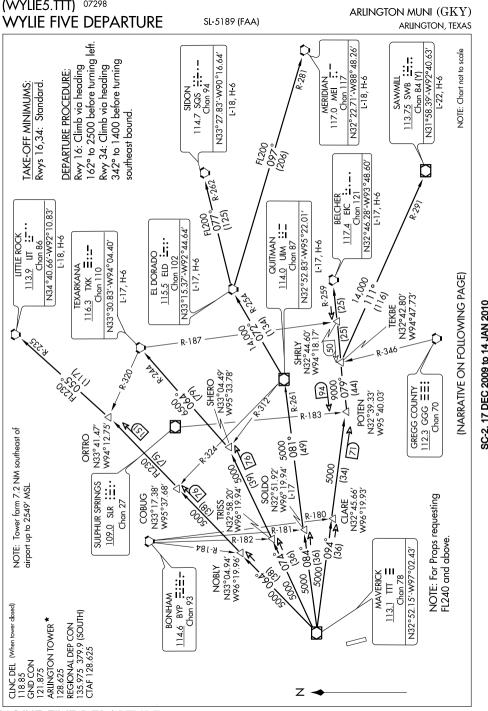
PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABLINT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 17 DEC 2009 to 14 JAN 2010



WYLIE FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.

via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME

area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (WYLLE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via

ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal

area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094

to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME. SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254

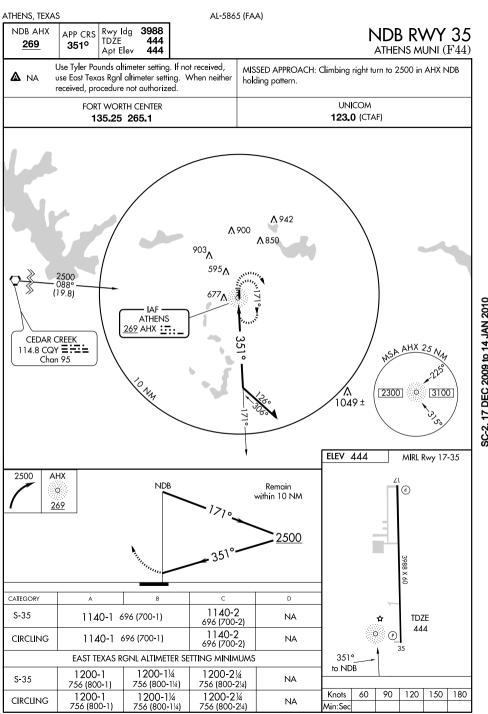
to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC. SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.

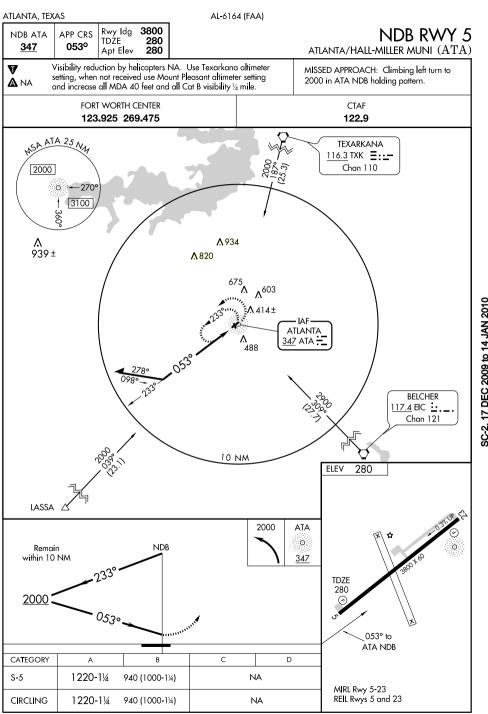
TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO. then via TXK R-244 to TXK VORTAC.

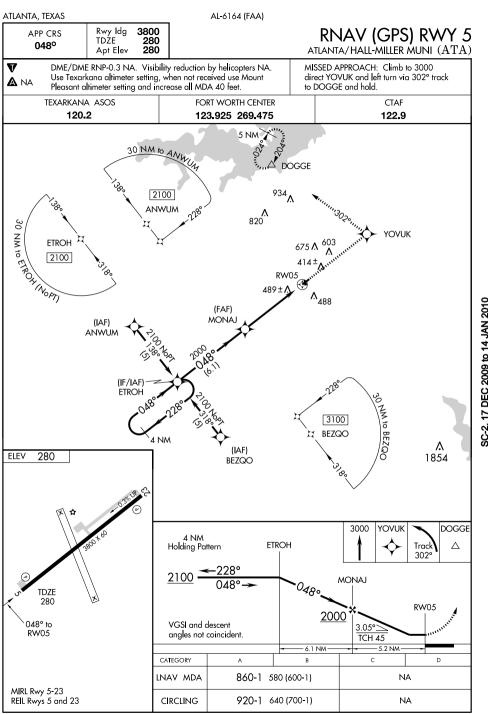
TAKE-OFF OBSTACLES:

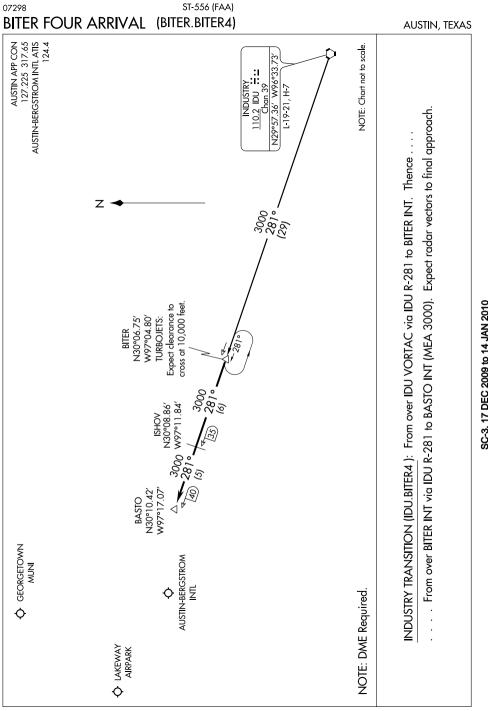
Rwy 16, multiple Reils beginning 77' from departure end of runway, 127' right of centerline, 7' AGL/601' MSL. Multiple Reils beginning 74' from departure end of runway, 126' left of centerline, 7' AGL/603' MSL. Tree 590' from departure end of runway, 480' right of centerline, 16' AGL/614' MSL.

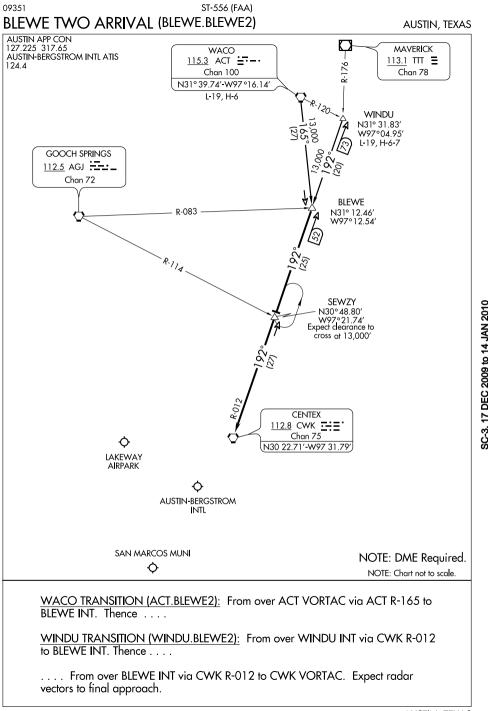
Rwy 34, tree 1083' from departure end of runway, 710' right of centerline, 35' AGL/670' MSL. Tree 705' from departure end of runway, 403' left of centerline, 38' AGL/654' MSL. Tree 231' from departure end of runway, 464' left of centerline, 35' AGL/642' MSL. Multiple trees 1093' from departure end of runway, 415' to 576' right of centerline, up to 39' AGL/663' MSL.











09351 ST-556 (FAA) KALLA TWO ARRIVAL (KALLA.KALLA2)

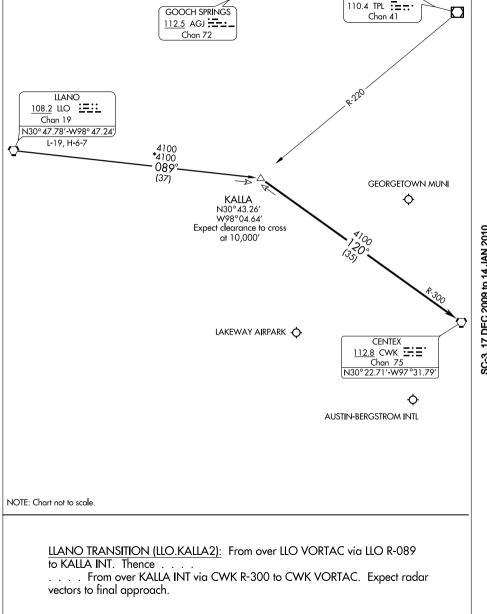
AUSTIN APP CON 119.0 370.85

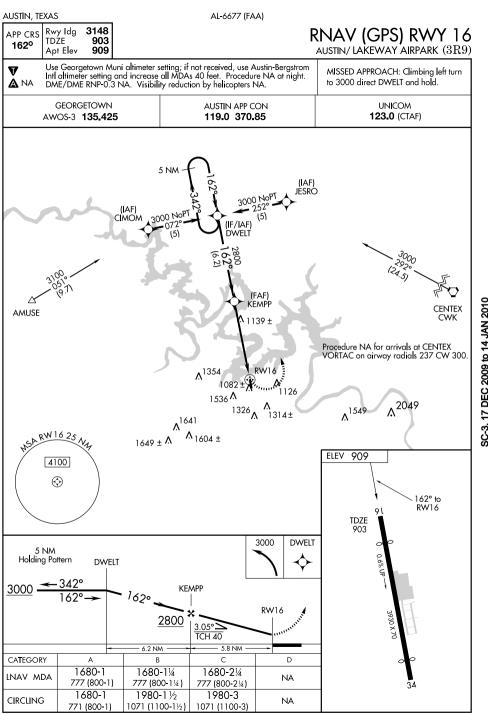
124.4

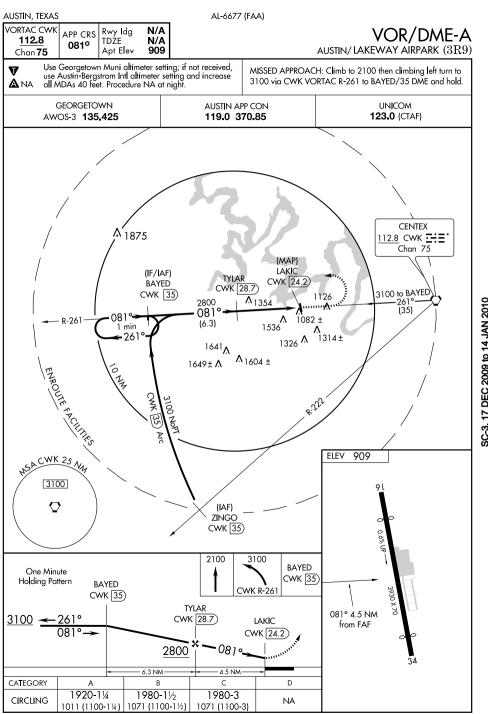
AUSTIN-BERGSTROM INTLATIS

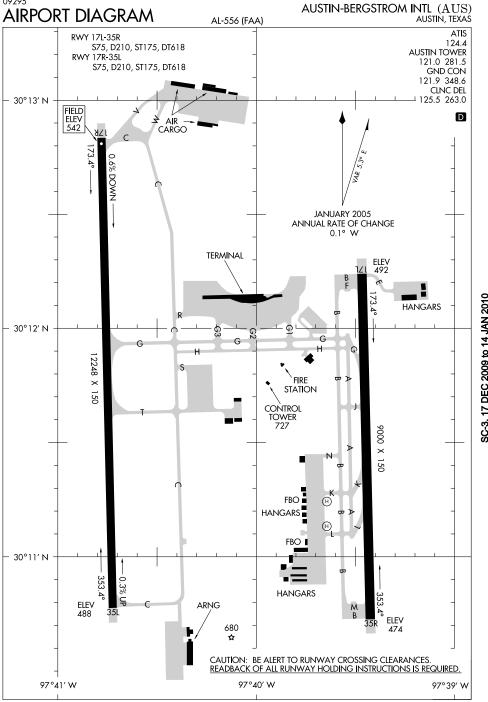
AUSTIN, TEXAS

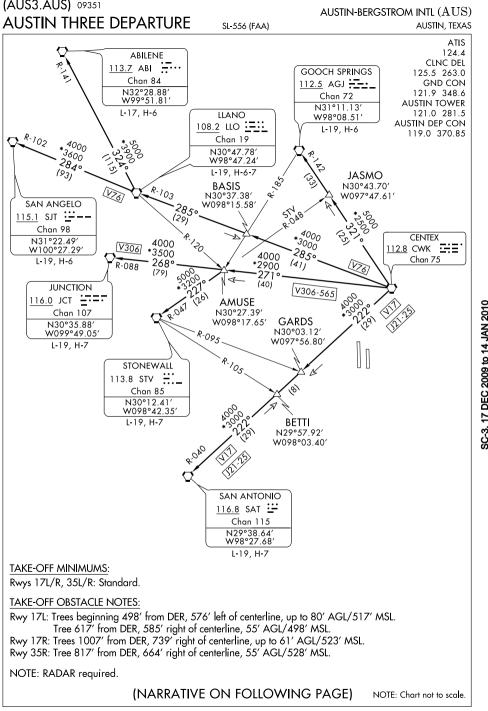
TEMPLE











(AUS3.AUS) 09351 AUSTIN-BERGSTROM INTL (AUS) **AUSTIN THREE DEPARTURF** SL-556 (FAA) AUSTIN, TEXAS V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 35L/R,17L/R: Fly tower assigned heading for vectors, maintain 4000, expect filed altitude 10 minutes after departure, thence via assigned transition. ABILENE TRANSITION (AUS3.ABI): From over CWK VORTAC via CWK R-285 and LLO R-103 to LLO VORTAC, then via LLO R-324 and ABI R-141 to ABI VORTAC. GOOCH SPRINGS TRANSITION (AUS3.AGJ): From over CWK VORTAC via CWK R-321 and AGI R-142 to AGI VORTAC

JUNCTION TRANSITION (AUS3.JCT): From over CWK VORTAC via CWK R-271 and JCT R-088 to JCT VORTAC.

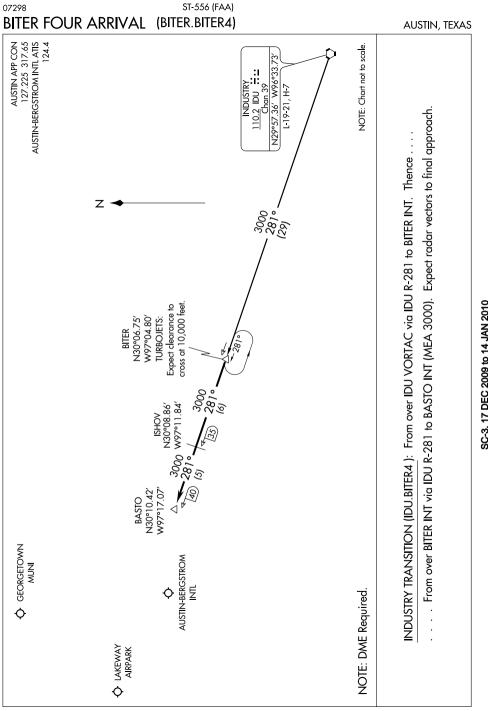
LLANO TRANSITION (AUS3.LLO): From over CWK VORTAC via CWK R-285 and LLO R-103 to LLO VORTAC.

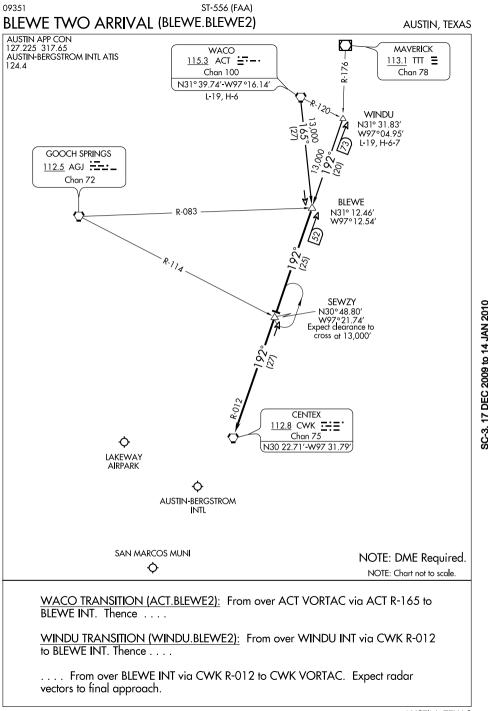
SAN ANGELO TRANSITION (AUS3.SJT): From over CWK VORTAC via CWK R-285 and LLO R-103 to LLO VORTAC, then via LLO R-284 and SJT R-102 to SJT VORTAC.

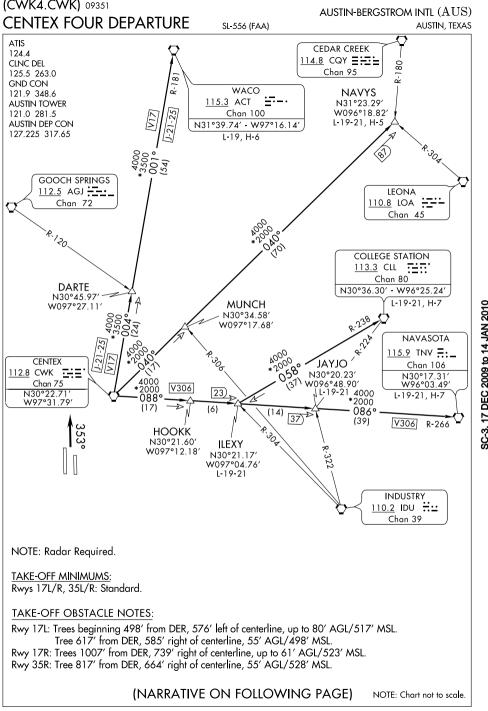
SAN ANTONIO TRANSITION (AUS3.SAT): From over CWK VORTAC via CWK R-222 and SAT R-040 to SAT VORTAC. STONEWALL TRANSITION (AUS3.STV): From over CWK VORTAC via CWK R-271

to AMUSE INT, then via STV R-047 to STV VORTAC.

SC-3, 17 DEC 2009 to 14 JAN 2010







(CWK4.CWK) 09351 AUSTIN-BERGSTROM INTL (AUS) CENTEX FOUR DEPARTURE SL-556 (FAA) AUSTIN, TEXAS

V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 35L: Climb via heading 353° to 1800. Thence

TAKEOFF RWY 35R: Climb via heading 353° to 1800. Thence

TAKEOFF RWY 17 L/R: Climb via assigned heading. Thence

. . . . climb to 4000 via radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

COLLEGE STATION TRANSITION (CWK4.CLL): (For aircraft requesting 13,000' MSL to FL230.) From over CWK VORTAC via CWK R-088 to ILEXY INT, then via

CIL R-238 to CIL VORTAC ILEXY TRANSITION (CWK4.ILEXY): (For turboprop and turbojet aircraft landing HOU;

for turbojet aircraft landing EFD, GLS or LBX; for all aircraft landing IAH.) From over

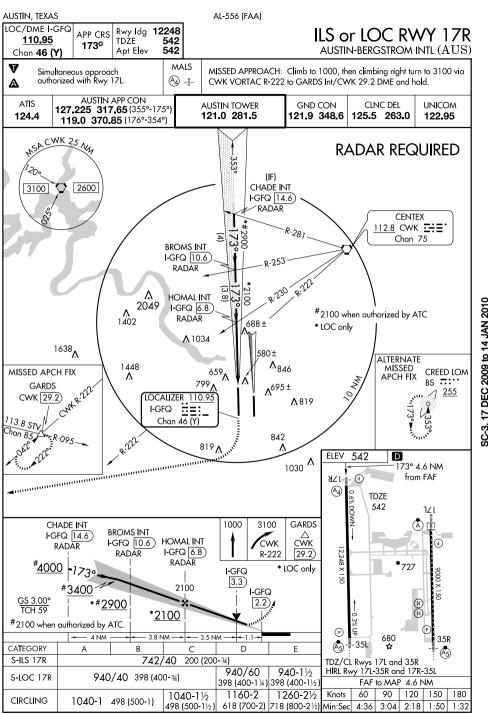
CWK VORTAC via CWK R-088 to ILEXY INT.

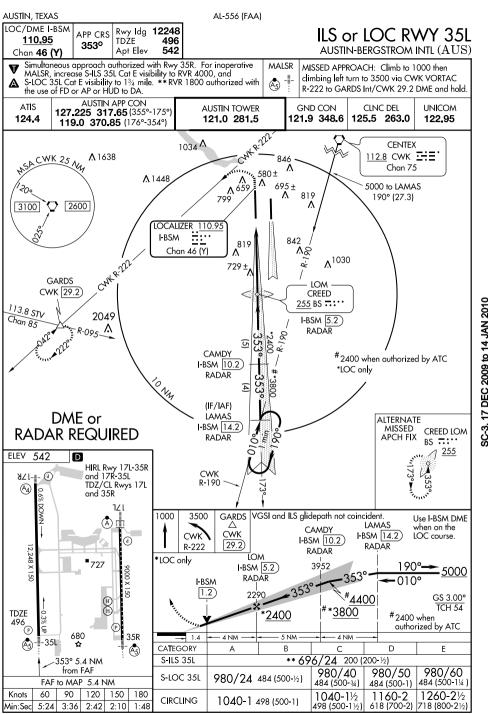
JAYJO TRANSITION (CWK4.JAYJO): (For piston aircraft landing HOU; for piston and turboprop aircraft landing EFD, GLS, or LBX; for all aircraft landing other West/South Houston terminal area airports.) From over CWK VORTAC via CWK R-088 to JAYJO INT. SC-3, 17 DEC 2009 to 14 JAN 2010

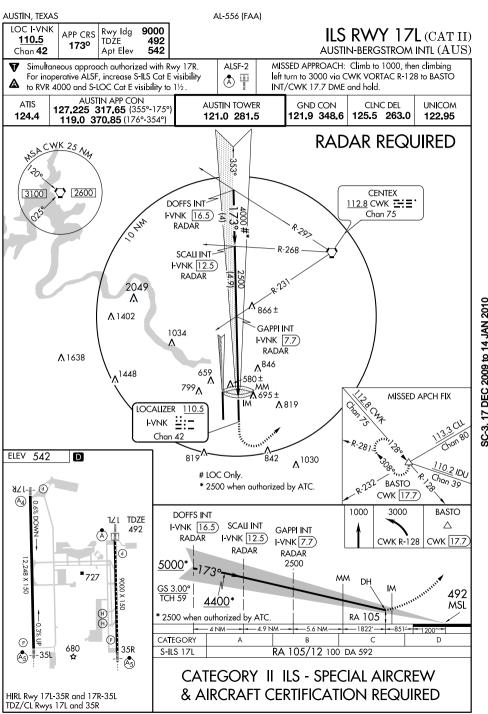
TNV R-266 to TNV VORTAC. NAVYS TRANSITION (CWK4.NAVYS): (For aircraft landing DFW terminal area requesting FL230 and below.) From over CWK VORTAC via CWK R-040 to NAVYS INT.

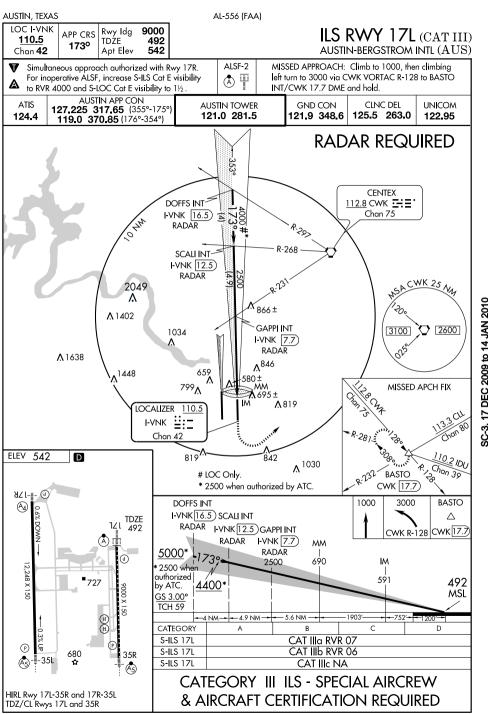
NAVASOTA TRANSITION (CWK4.TNV): From over CWK VORTAC via CWK R-088 and

WACO TRANSITION (CWK4.ACT): (For aircraft requesting 12,000' MSL and below.) From over CWK VORTAC via CWK R-004 and ACT R-181 to ACT VORTAC.









09351 ST-556 (FAA) KALLA TWO ARRIVAL (KALLA.KALLA2)

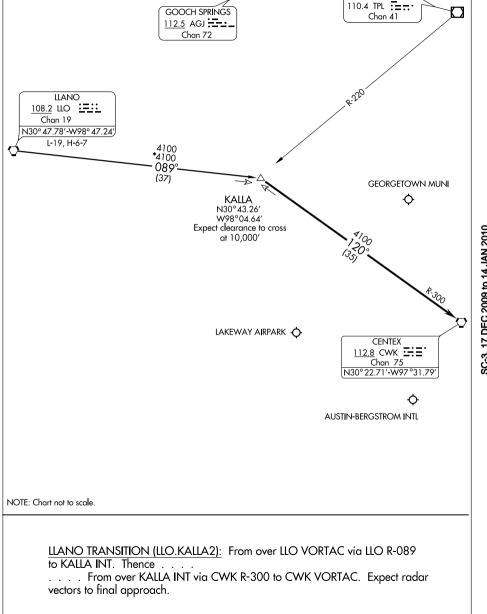
AUSTIN APP CON 119.0 370.85

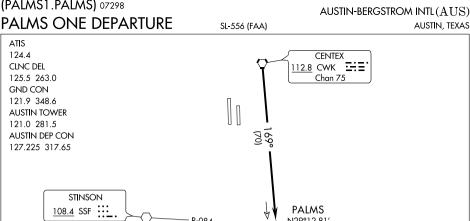
124.4

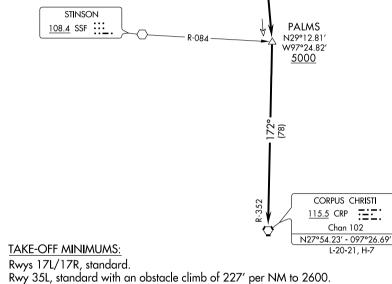
AUSTIN-BERGSTROM INTLATIS

AUSTIN, TEXAS

TEMPLE







Rwy 35R, standard with an obstacle climb of 204' per NM to 2600.

NOTE: Rwy 17L, multiple trees beginning 498' from departure end of runway, 576' left of centerline, up to 80' AGL/517' MSL.

Tree 617' from departure end of runway, 584' right of centerline, 55' AGL/498' MSL.

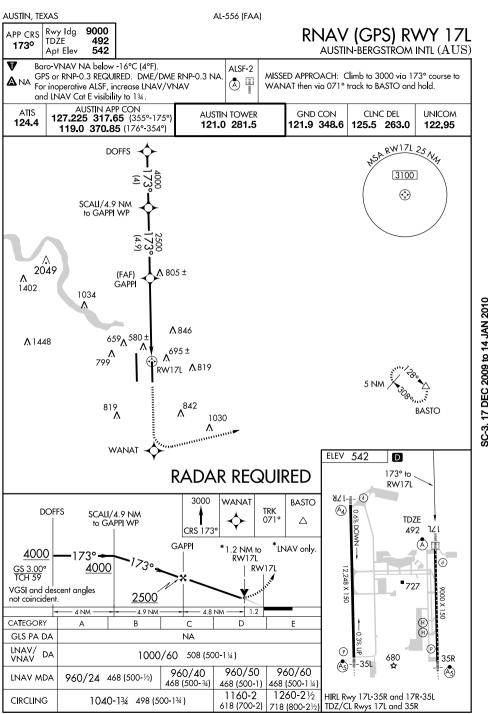
NOTE: Rwy 17R, multiple trees beginning 1007' from departure end of runway, 730' right of centerline to 603' left of centerline up to 61' AGL/540' MSL.

NOTE: Rwy 35R, tree 816' from departure end of runway, 663' right of centerline, 55' AGL/528' MSL.

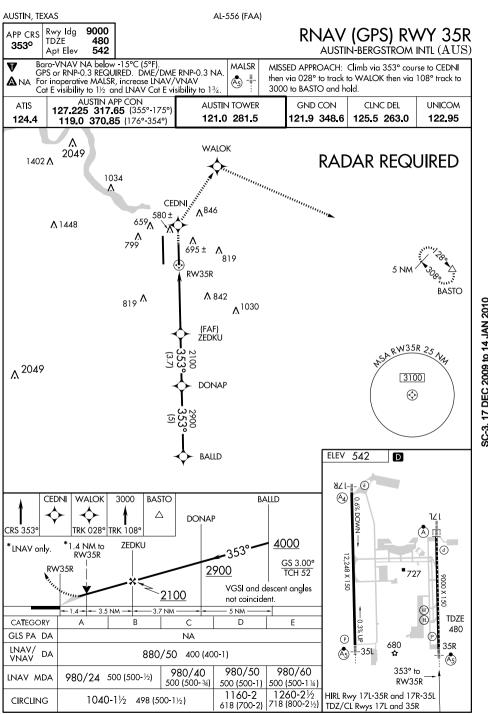
NOTE: Chart not to scale.

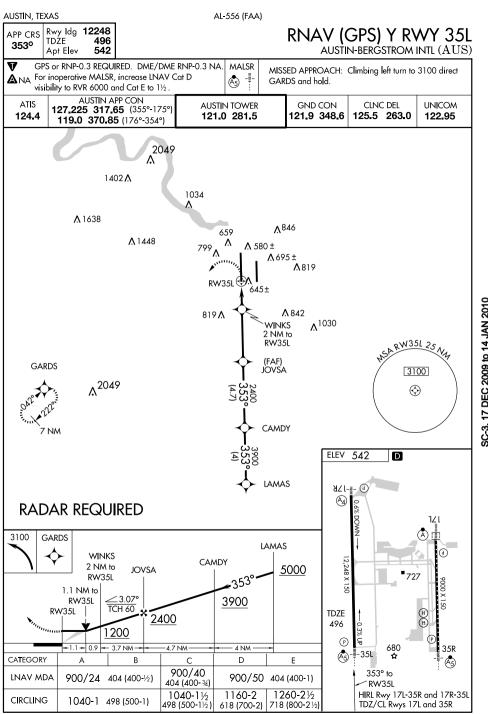
DEPARTURE ROUTE DESCRIPTION

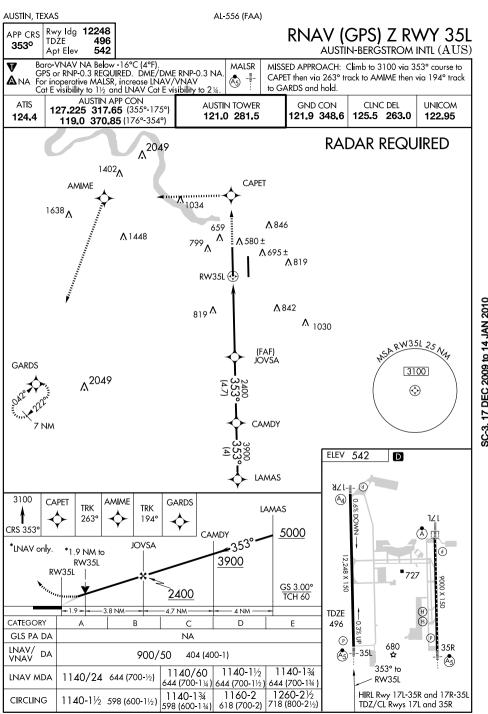
TAKE-OFF RUNWAYS 35L/R,17L/R: Fly tower assigned heading for vectors to CWK VORTAC, maintain 4000, expect filed altitude 10 minutes after departure, then via CWK R-169 to PALMS INT, cross PALMS INT at or above 5000, then via CRP R-352 to CRP VORTAC.

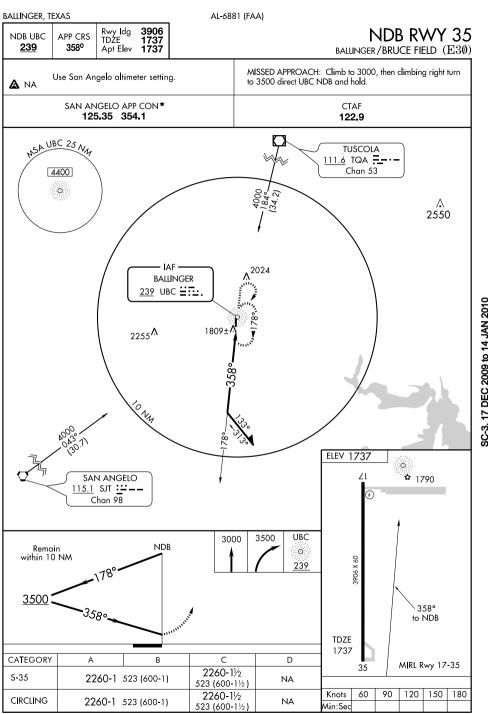


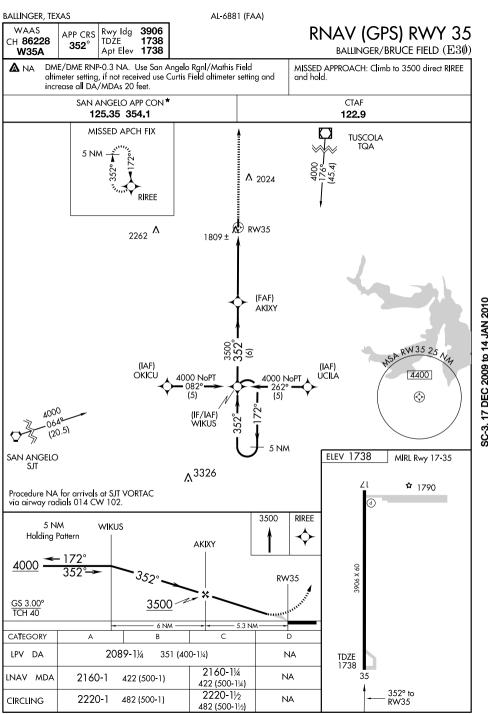
AUSTIN, TEXAS AL-556 (FAA) Rwy Idg 12248 RNAV (GPS) RWY 17R APP CRS TDŹE 542 173° AUSTIN-BERGSTROM INTL (AUS) Apt Elev 542 Baro-VNAV NA below -16°C (4°F) MALS v GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.
 NA NA NA NA NA NA NA NA NALS, increase LNAV Cat E visibility to ½ MISSED APPROACH: Climb to 3100 via 173° course to ZUXIT, then via 208° track to POSSE, then via 251° (A₄) -11track to GARDS and hold. AUSTIN APP CON ATIS AUSTIN TOWER GND CON CLNC DEL UNICOM 127.225 317.65 (355°-175°) 121.0 281.5 124.4 121.9 348.6 125.5 263.0 122,95 119.0 370.85 (176°-354°) CHADE SARWITR 25 Ny 3100 \Diamond BROMS 2049 (3.8) 1**73**; (3.8) Λ **∧** 1402 (FAF) HOMAL 1034 Λ 1638_^ 846 ۸ √1,580 ± SC-3, 17 DEC 2009 to 14, IAN 2010 659 799 1448 ∧^{695 ±} RW17R Λ 819 173° (3) ZUXIT ۸⁸⁴² 819 Λ ¹⁰³⁰ RADAR REQUIRED GARDS ELEV Λ 2049 542 D 173° to RW17R -17R 3100 7UXIT POSSE **GARDS** CHADE TRK TRK (A_4) 208° 251° **TDZE** 4000 BROMS CRS 173° 7Z L 542 HOMAL *LNAV only *1.1 NM to 3000 RW17R 2,248 RW17R GS 3.00° TCH 59 2100 4 NM -3.8 NM 3.5 NM 1.1 NM CATEGORY Α В C D E GLS PA DA NA LNAV/ Ş (P) DΑ 920/60 378 (400-11/4) 680 VNAV 35R $\stackrel{\bullet}{(A_5)}$ 35L **A**5 LNAV MDA 940/40 398 (400-34) 940/60 398 (400-11/4) TDZ/CL Rwys 17L and 35R 1040-11/2 1160-2 1260-21/2 CIRCLING 1040-11/4 498 (500-11/4) 498 (500-1½) 618 (700-2) 718 (800-2½) HIRL Rwys 17L-35R and 17R-35L



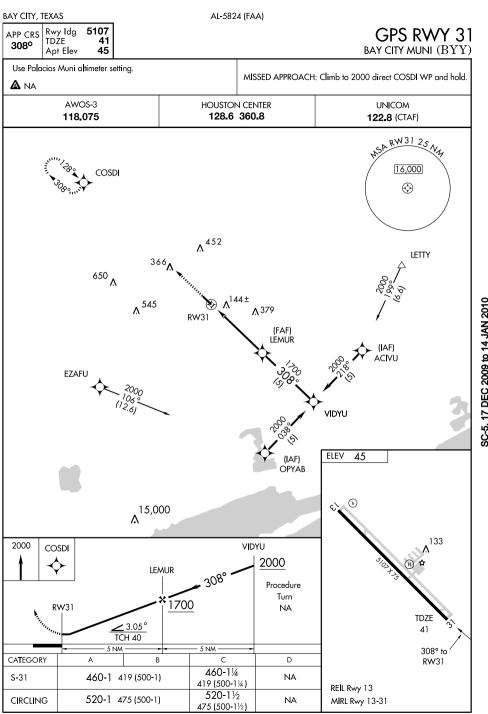


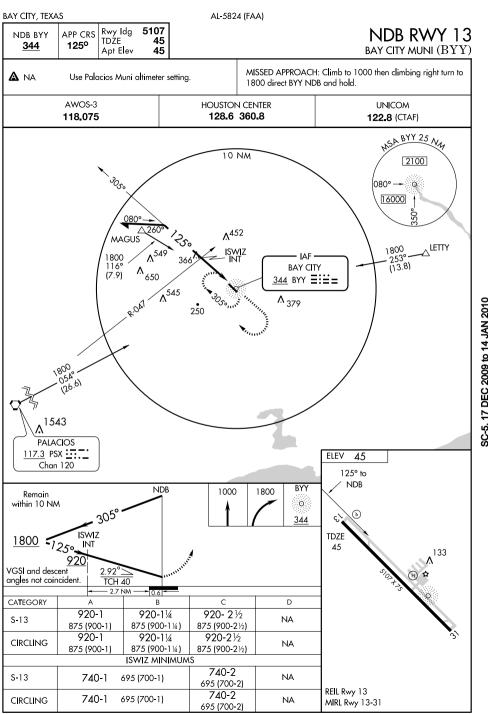


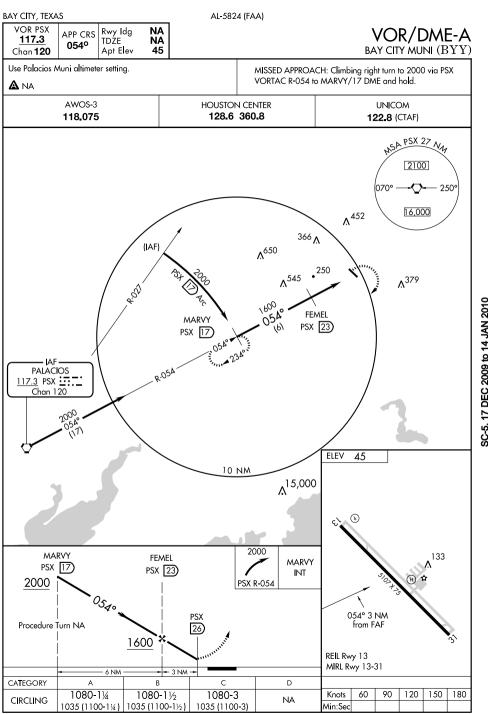


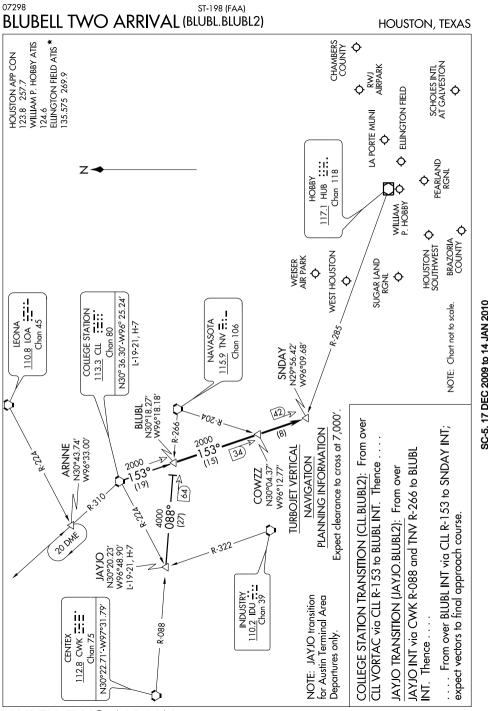


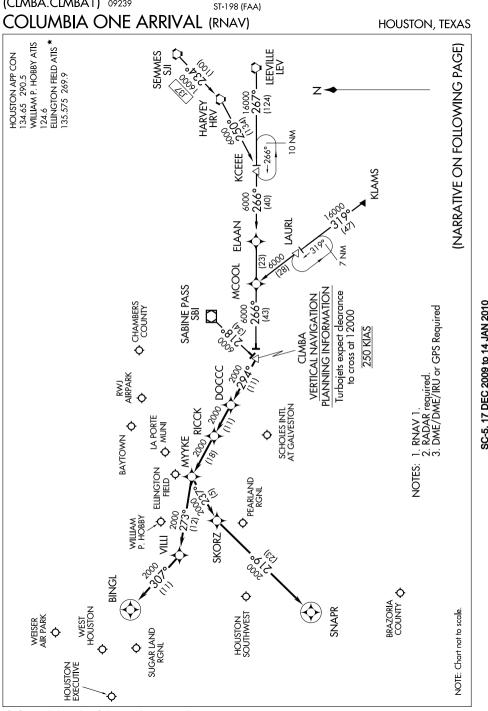
BAY CITY, TEX	AS	_	AL-582	4 (FAA)				
1200 ID	vy Idg 5107 DZE 45 of Elev 45					GPS RWY 13 BAY CITY MUNI (BYY)		
Use Palacios Muni altimeter setting.					MISSED APPROACH: Climb to 2000 direct LEMUR and hold.			
A NA				/	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	The diffusion of the control of the		
AWOS-3 118.075			HOUSTON CENTER 128.6 360.8		R	UNICOM 122.8 (CTAF)		
One Minute Holding patter VGSI and de:	-308° 128°→	3 NM fro ISWIZ	J) Som (3) Som	(FAF ISW)	Z 49± AND LEMUR	ELEV 45 128° to OCTAL C. S. TDZE 45 A133		
not coinciden	t.			2.7 NM —) '		
CATEGORY	A	В В	С		D			
S-13	480-1	435 (500-1)	480-1½ 435 (500-1	1/4)	NA	DELLO 12		
CIRCLING	520-1	475 (500-1)	520-1½ 475 (500-1		NA	REIL Rwy 13 MIRL Rwy 13-31		











COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and

DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF,

and VUH must be operational.)

LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)

SABINE PASS TRANSITION (SBI.CLMBA1):

SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING DUNINAVA 4. Francisco V. 2049 Land

<u>LANDING RUNWAY 4:</u> From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

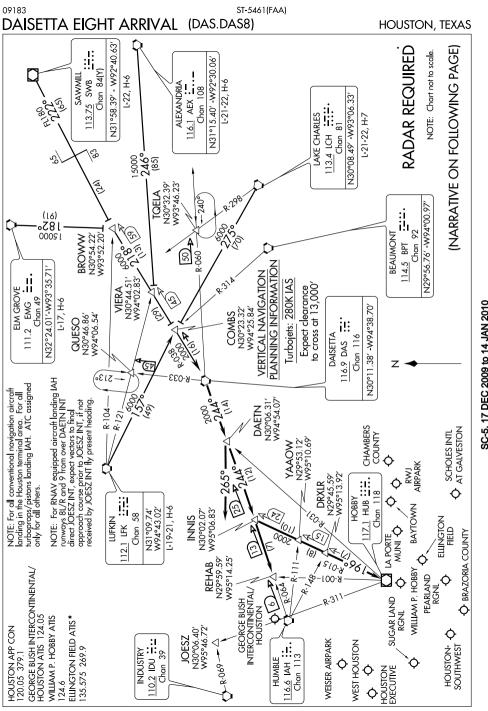
LANDING RUNWAY 12R: From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL

fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.



ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182

to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

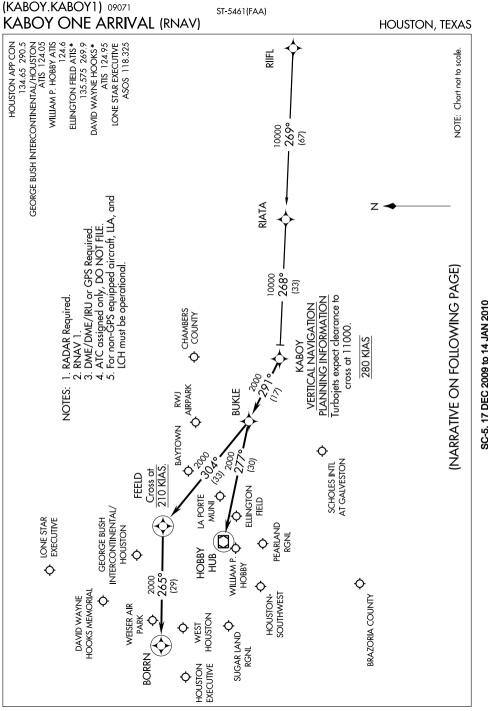
.... From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

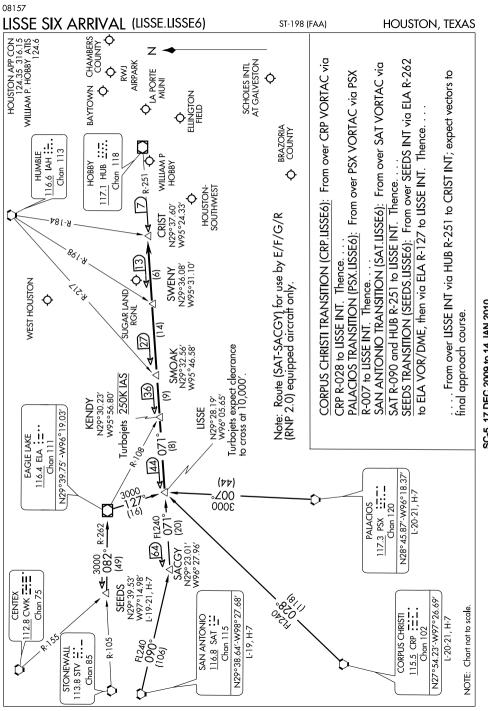
FOR ALL OTHER AIRPORTS:

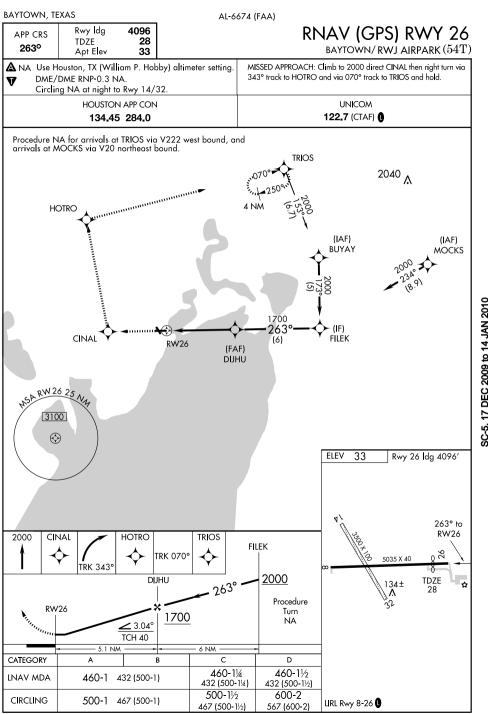
.... From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to

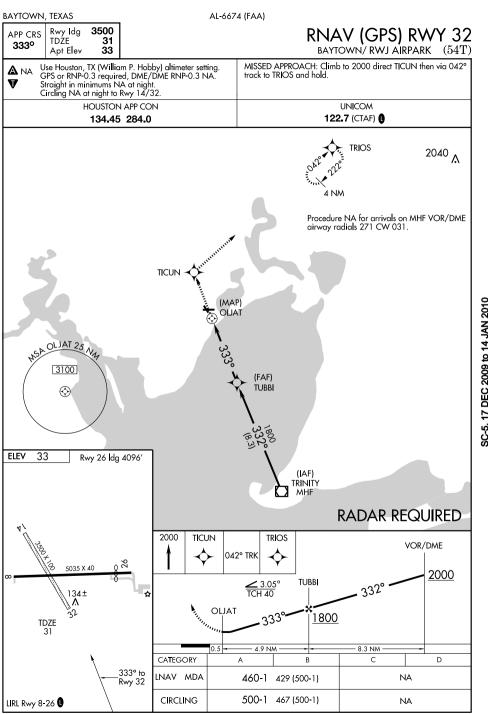
HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

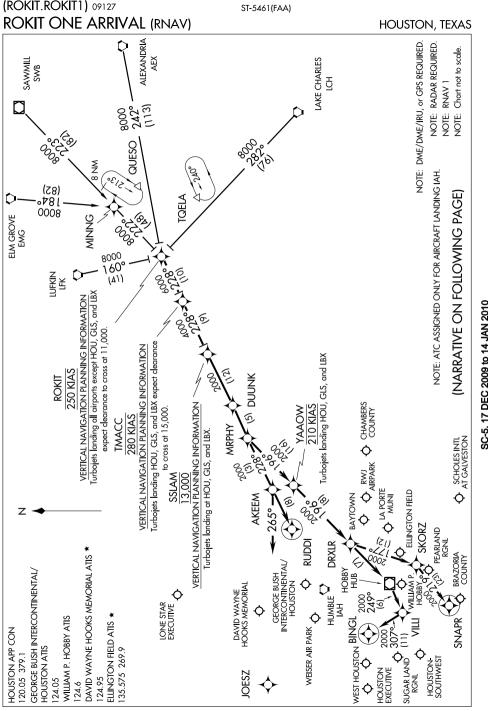


(KABOY.KABOY1) 09071	ST-5461(FAA)						
KABOY ONE ARRIVAL (RNAV)		HOUSTON, TEXAS					
ARR	RIVAL DESCRIPT	ION					
RIIFL TRANSITION (RIIFL.KABOY1)							
From KABOY via 291° track to BUKLE							
GEORGE BUSH INTERCONTINENTAL	/HOUSTON (IA	λΗ) <u>:</u>					
LANDING RUNWAYS 8L/8R, OR 9: . depicted to BORRN. Expect vectors to received by BORRN, fly present heading	final approach						
ALL OTHER RUNWAYS: From BI approach course prior to FEELD.	UKLE via 304° 1	track to FEELD. Expect vectors to final					
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.							
ALL OTHER AIRPORTS: From BUK Expect vectors to final approach course							
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		5					
		, u					









ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.

ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.

LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.

LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational. SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS

must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

.... From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect

vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU): RUNWAY 4 From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR.

present heading.

present heading.

(ROKIT.ROKIT1) 09239

Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly

RUNWAY 12R From MRPHY via 196° track to YAAOW, thence as depicted to BINGL.

Expect vectors to final approach course prior to BINGL, if not received by BINGL fly

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

DRXLR. Expect vectors to final approach course prior to DRXLR.

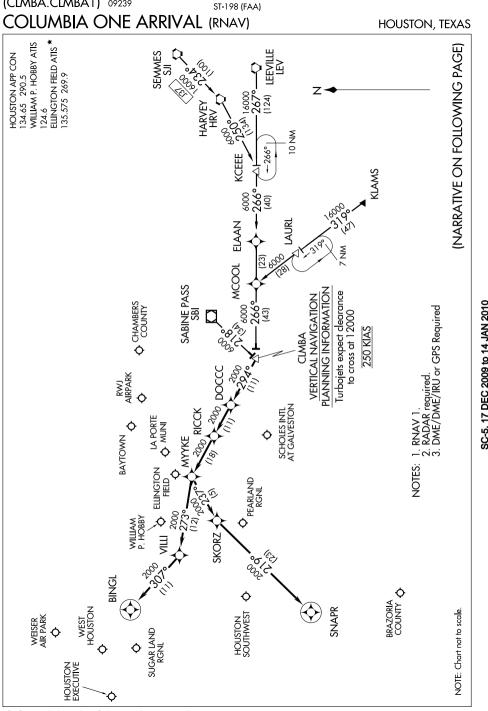
RUNWAYS 8 L/R and 9 From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

ALL OTHER RUNWAYS From MRPHY via 196° track to YAAOW, thence as depicted to

FOR OTHER SATELLITE AIRPORTS:

.... From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.



COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and

DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF,

and VUH must be operational.)

LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)

SABINE PASS TRANSITION (SBI.CLMBA1):

SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by

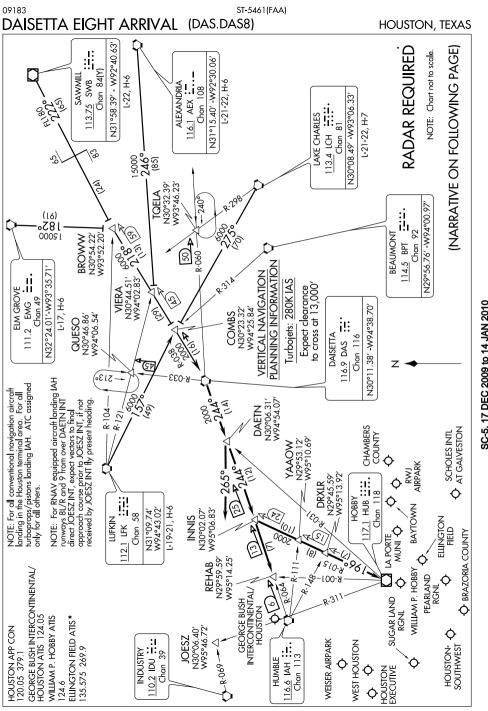
SNAPR fly present heading.

<u>LANDING RUNWAY 12R:</u> From RICCK via 294° track to MYYKE, thence as depicted

to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.



ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182

to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222

and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

.... From over DAS VORTAC via DAS R-244 to DAETN INT.

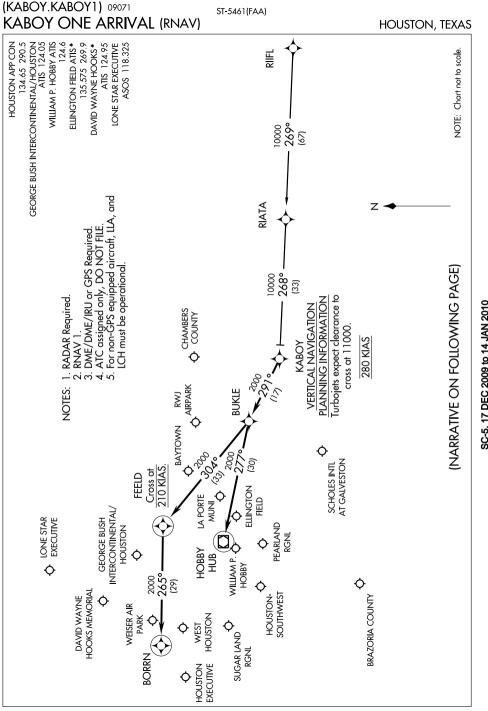
LANDING RUNWAYS 8L/R and 9:

.... From DAETN INT fly heading 265° for vectors to final approach course.

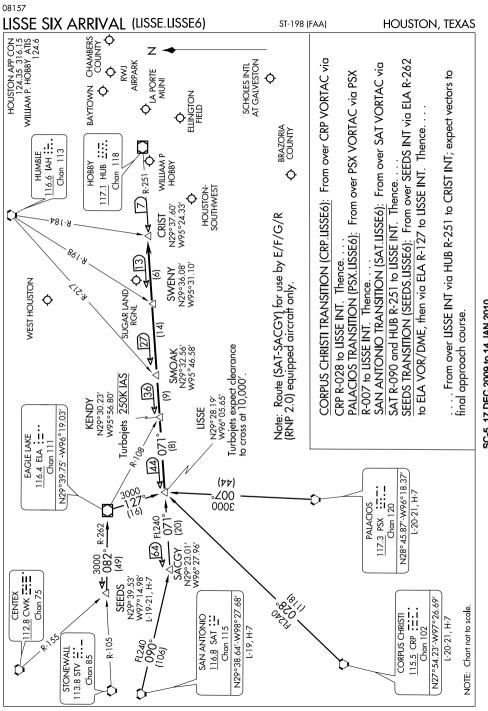
FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

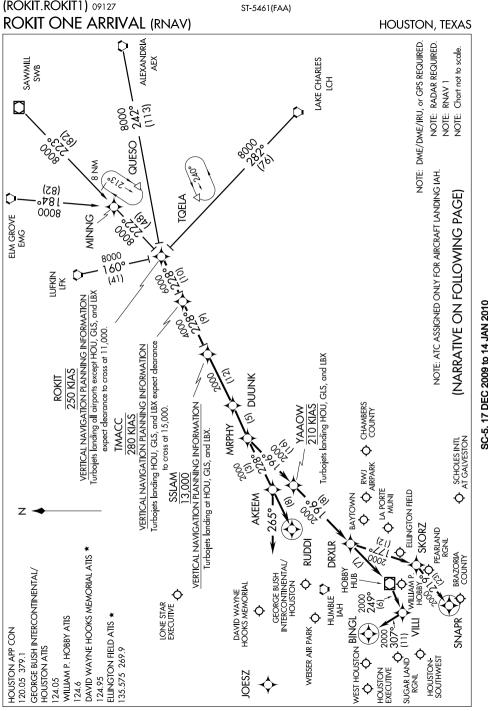
FOR ALL OTHER AIRPORTS:

.... From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.



(KABOY.KABOY1) 09071	ST-5461(FAA)						
KABOY ONE ARRIVAL (RNAV)		HOUSTON, TEXAS					
ARR	RIVAL DESCRIPT	ION					
RIIFL TRANSITION (RIIFL.KABOY1)							
From KABOY via 291° track to BUKLE							
GEORGE BUSH INTERCONTINENTAL	/HOUSTON (IA	λΗ) <u>:</u>					
LANDING RUNWAYS 8L/8R, OR 9: . depicted to BORRN. Expect vectors to received by BORRN, fly present heading	final approach						
ALL OTHER RUNWAYS: From BI approach course prior to FEELD.	UKLE via 304° 1	track to FEELD. Expect vectors to final					
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.							
ALL OTHER AIRPORTS: From BUK Expect vectors to final approach course							
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ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.

ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.

LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.

LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational. SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS

must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

.... From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect

vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU): RUNWAY 4 From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR.

present heading.

present heading.

(ROKIT.ROKIT1) 09239

Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly

RUNWAY 12R From MRPHY via 196° track to YAAOW, thence as depicted to BINGL.

Expect vectors to final approach course prior to BINGL, if not received by BINGL fly

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

DRXLR. Expect vectors to final approach course prior to DRXLR.

RUNWAYS 8 L/R and 9 From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

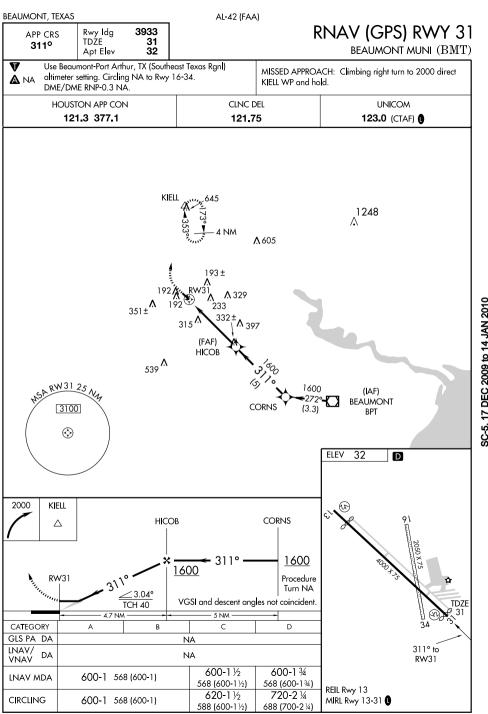
ALL OTHER RUNWAYS From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

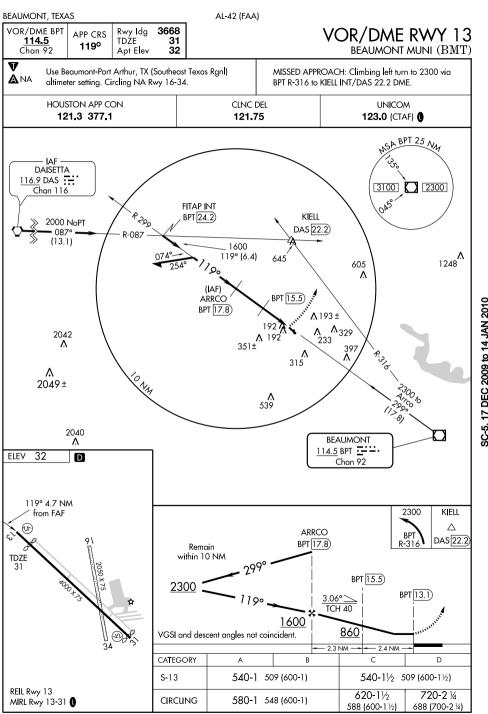
ALL OTHER RUNWAYS From MRPHY via 196° track to YAAOW, thence as depicted to

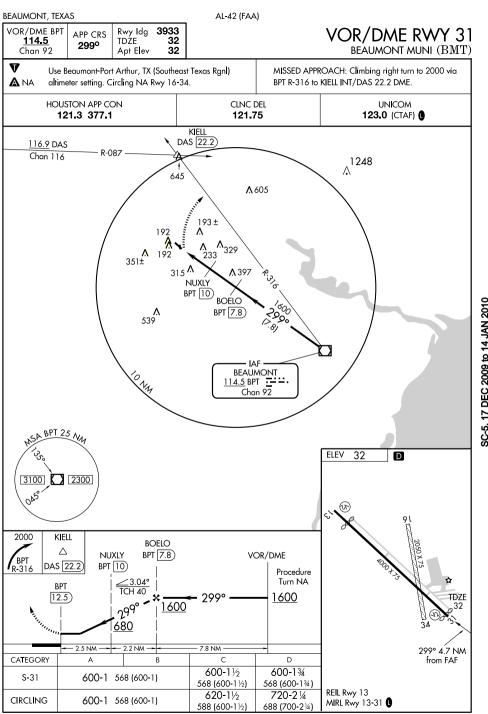
FOR OTHER SATELLITE AIRPORTS:

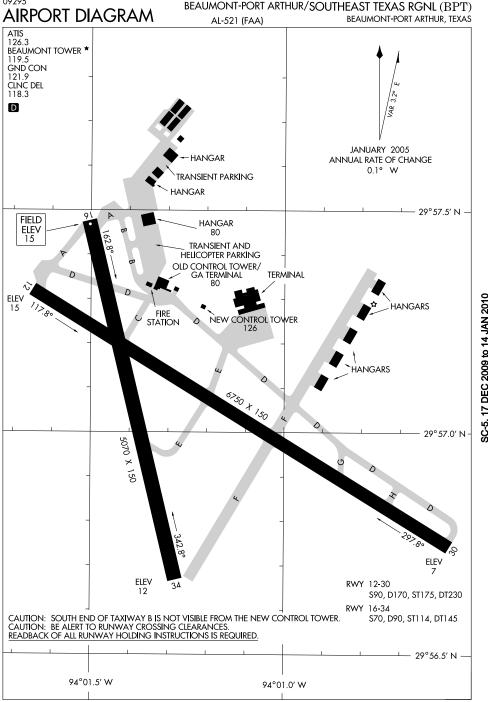
.... From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

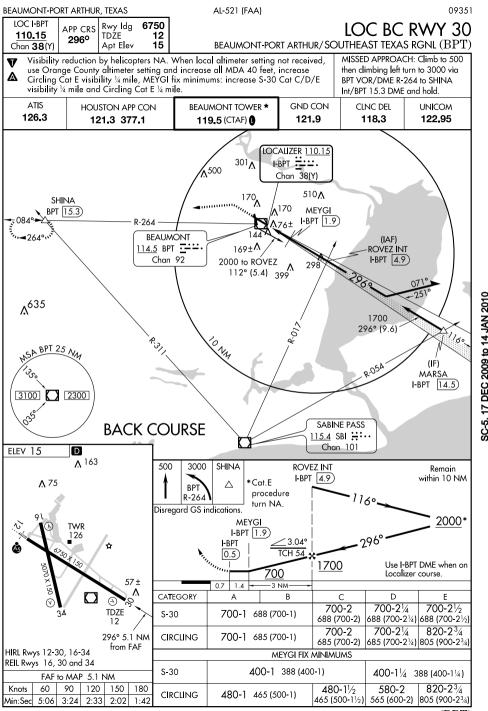
BEAUMONT, TEXAS		AL-42 (FAA)			
APP CRS 128°	Rwy Idg 3668 TDZE 31 Apt Elev 32		RNA	AV (GPS) RWY 13 BEAUMONT MUNI (BMT)	
	ont-Port Arthur, TX (Southe A Rwy 16-34. DME/DME R			ED APPROACH: Climbing left turn to 2000 I SILBE and hold.	
HOUSTON APP CON 121.3 377.1		CLNC DEL 121.75		UNICOM 123.0 (CTAF) (
(1	000 089° FOHP 5.5)	(FAF) DEBUQ 192	193± v. (3 A . (32	SILBE 1248 A A NM 605	
∧ ²⁰⁴² ∧ ^{2049±}		351± A 192 / 3	233 \ \ 15	397	
2040 ^\	3100 E	539 ^A	ELE 12 R'	9 \\ \(\) \	
Procedure Turn NA VGSI and descent and CATEGORY GLS PA DA LINAV DA VNAV LINAV MDA CIRCLING	DEB 1280 1300 Sples not coincident. 5 NM A B 540-1 509 (600-1) 580-1 548 (600-1)		/2) RE	2ZE 31 2ZE 31 34 34 34 31 31 31 31 31	

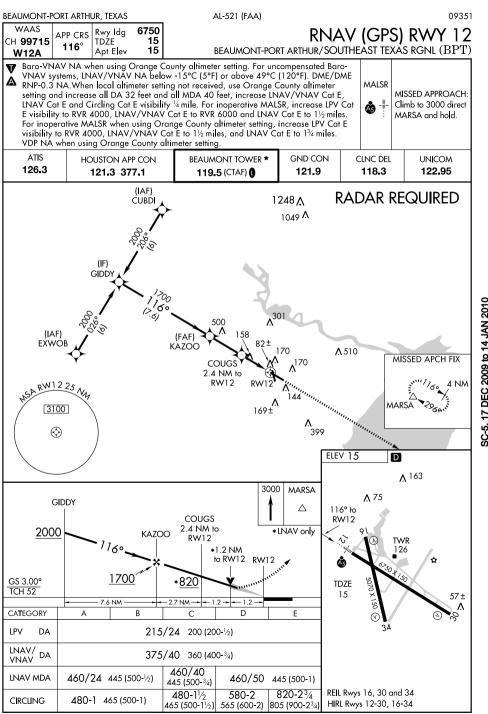


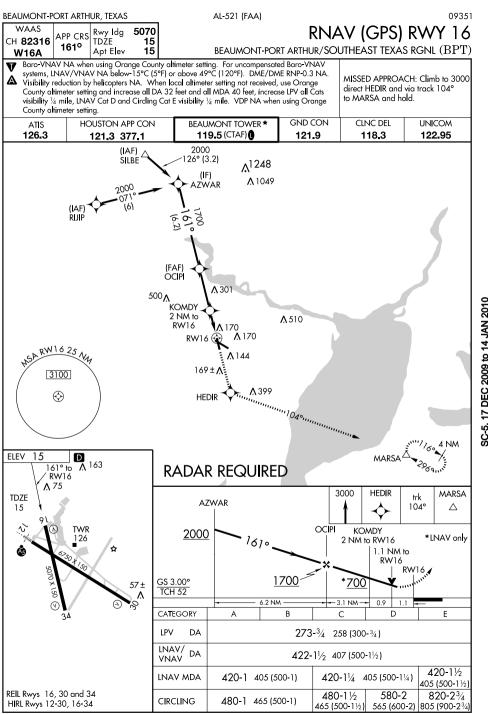


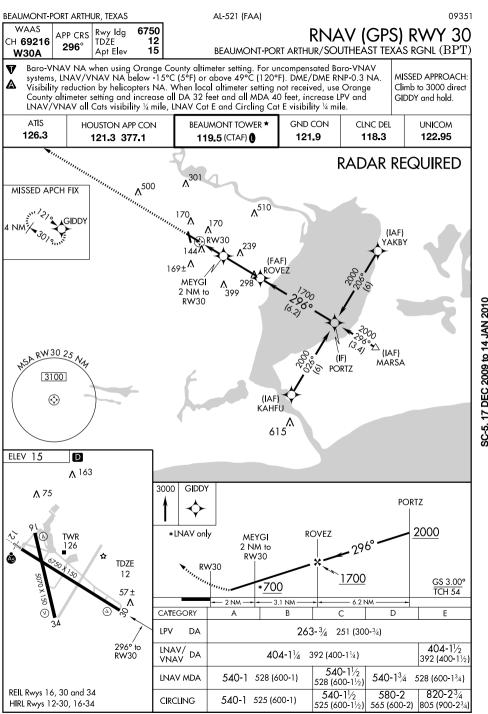


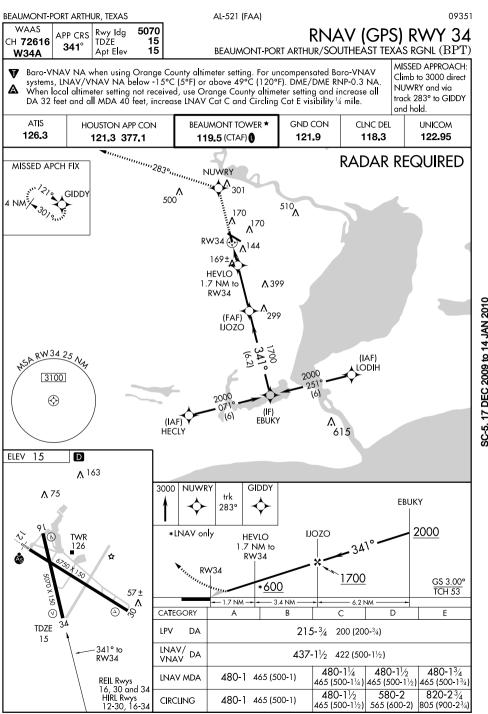


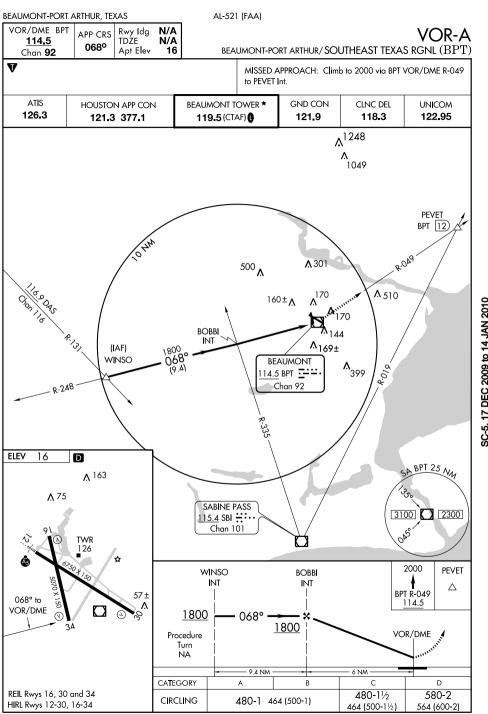


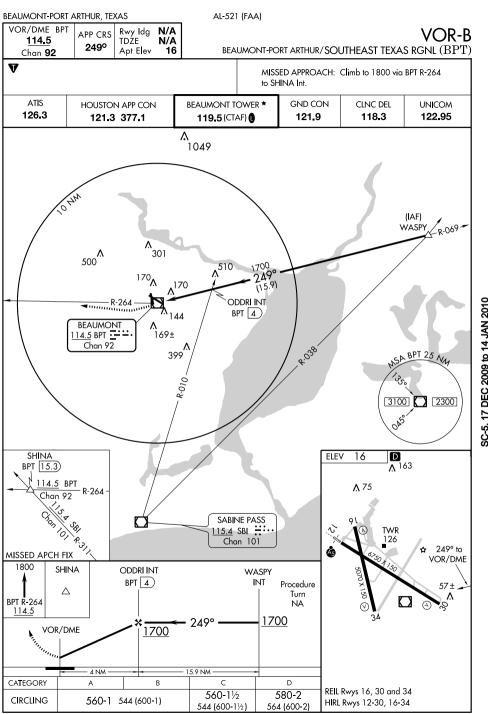


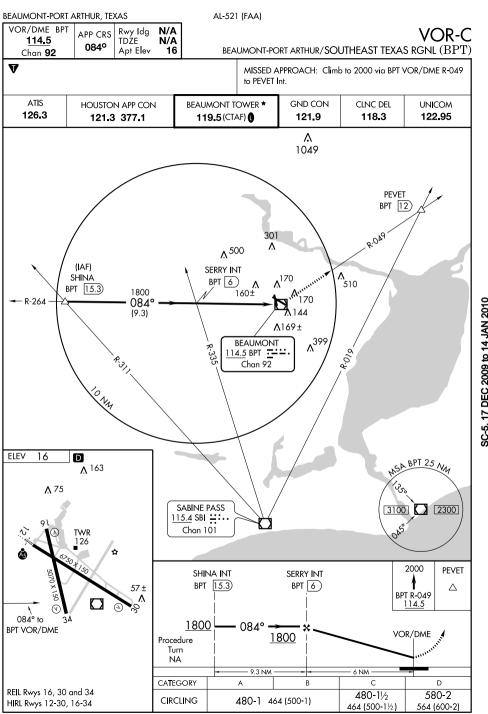


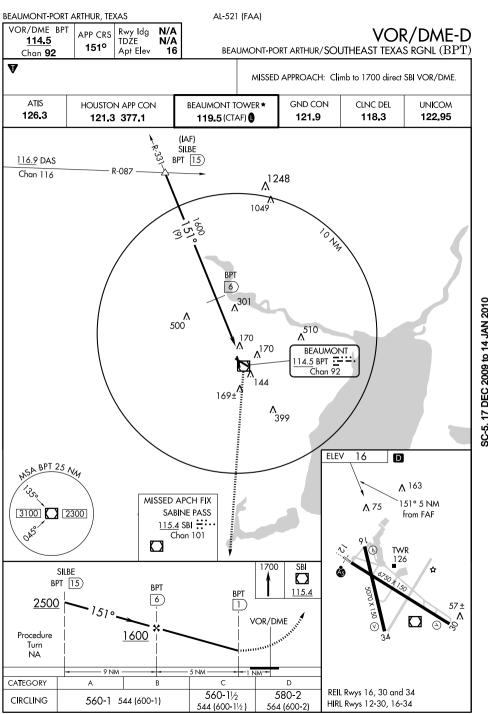


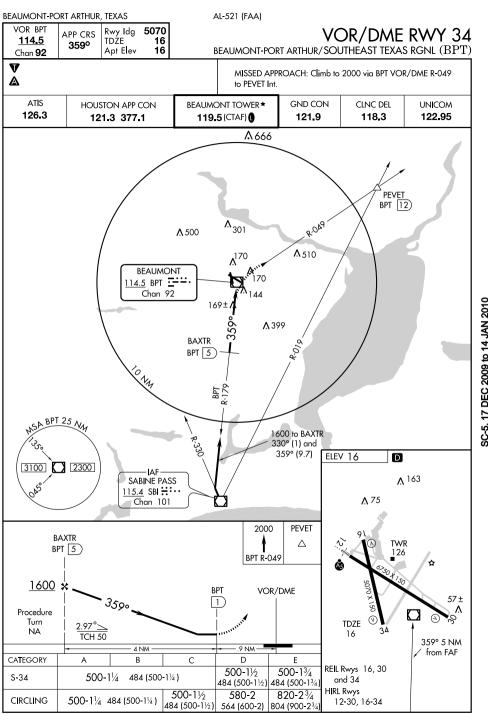


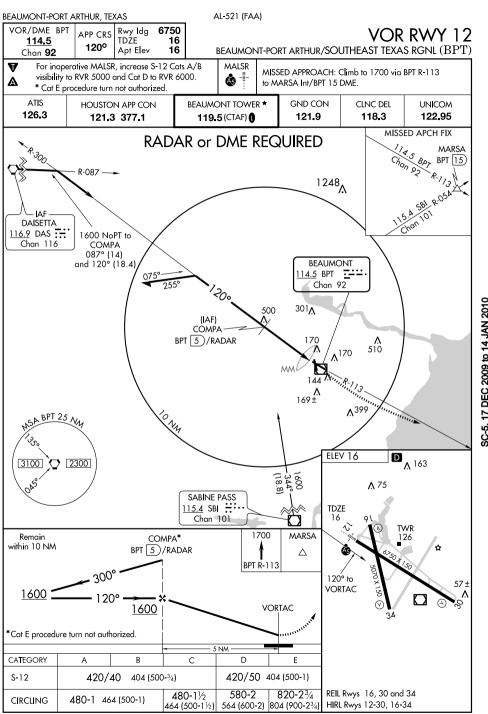


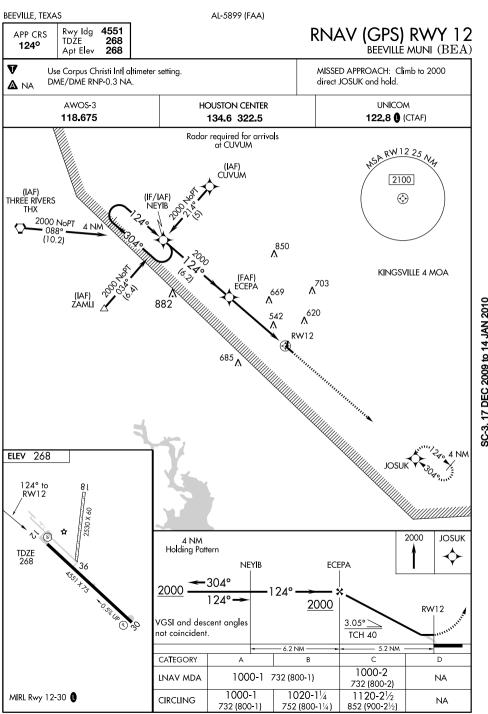


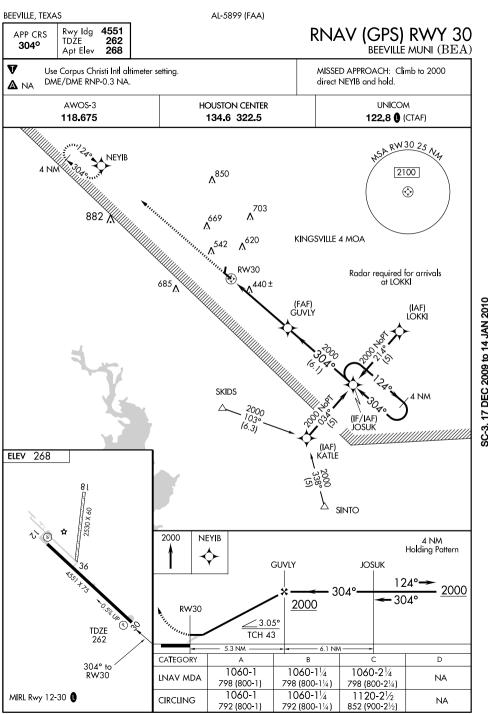


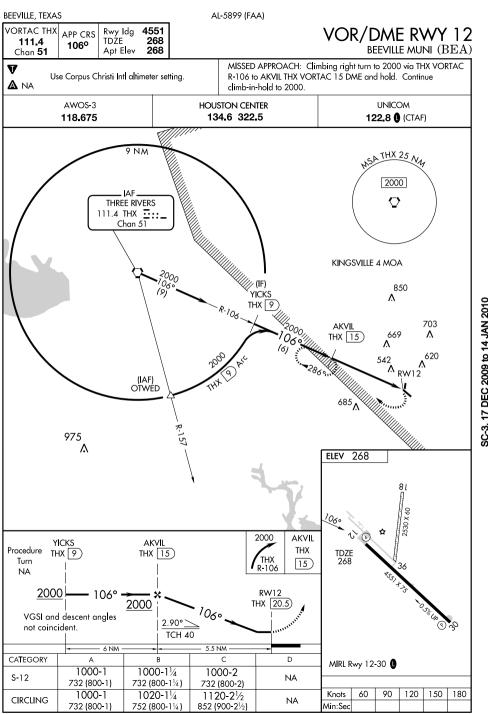


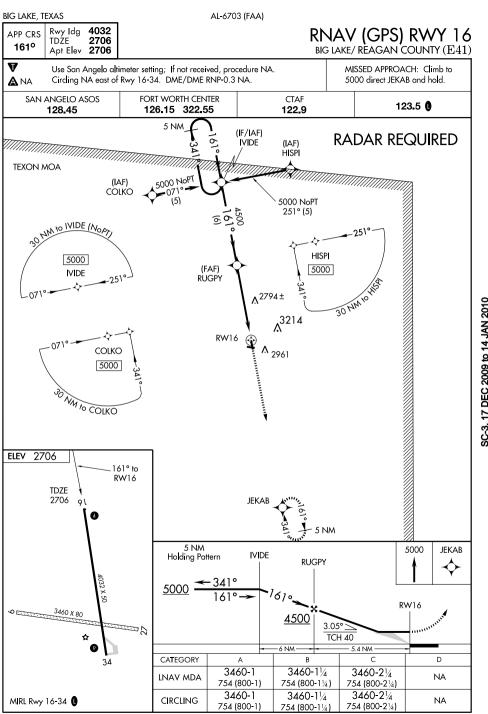


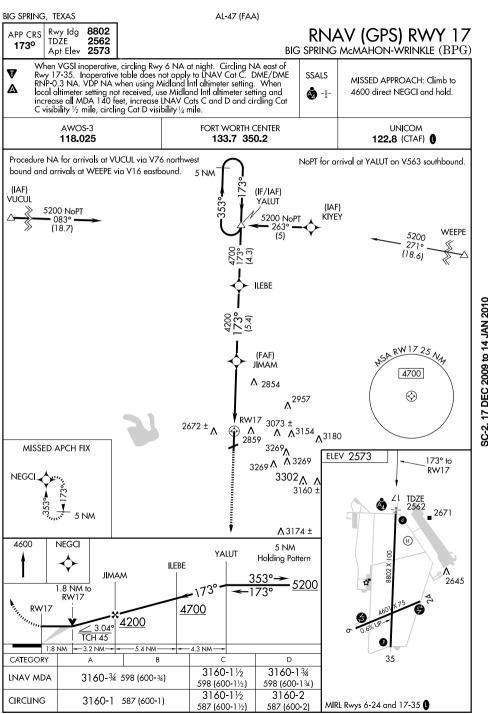


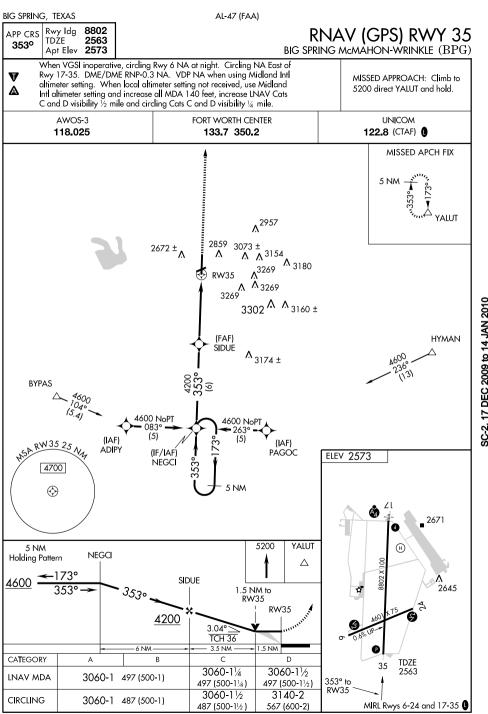




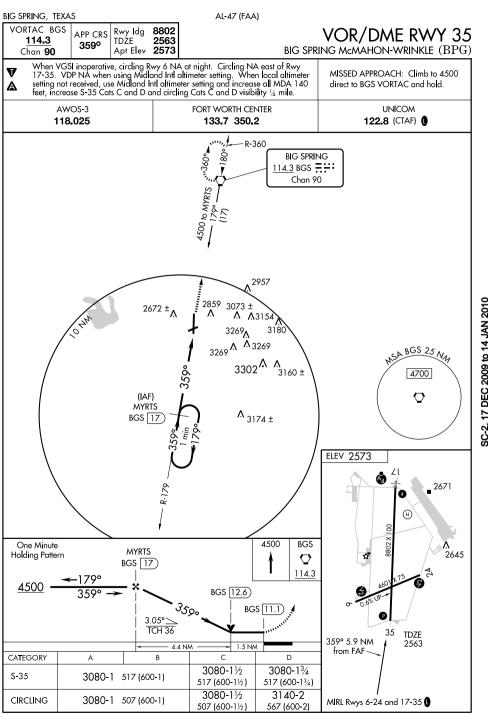


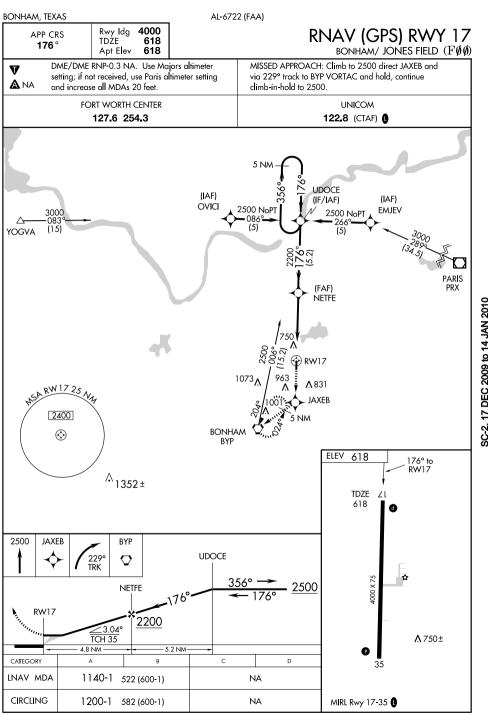


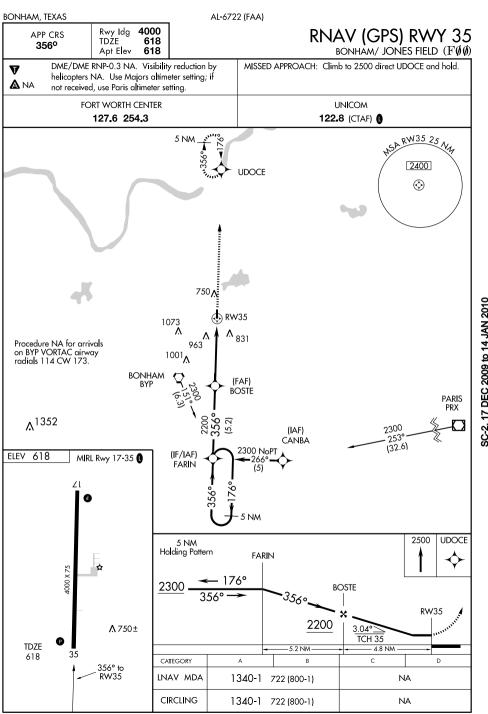


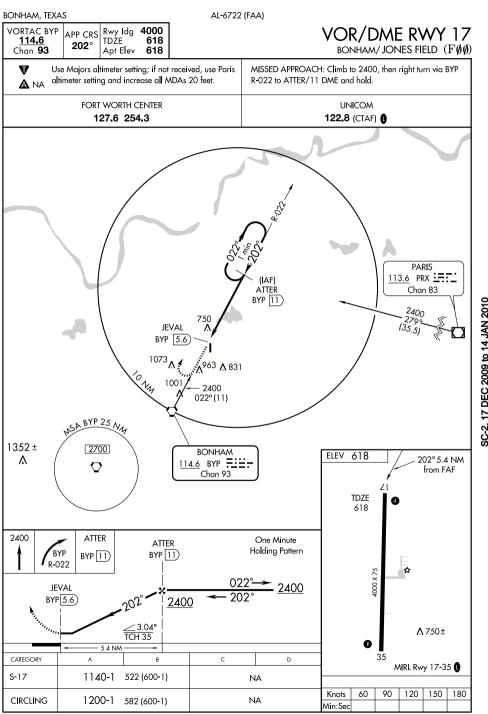


BIG SPRING, TEXAS AL-47 (FAA) VORTAC BGS Rwy Ida 8802 VOR/DME RWY 17 APP CRS 114.3 TDŹE 2562 180° BIG SPRING McMAHON-WRINKLE (BPG) Apt Elev 2573 Chan 90 When VGSI inoperative, circling Rwy 6 NA at night. Circling NA east of Rwy 17-35. Inoperative table does not apply to S-17 Cat C, when using Midland Intl altimeter setting inoperative table does not apply to S-17 Cat B. VDP NA when using Midland Intl altimeter setting. When local altimeter setting not received, use Midland Intl altimeter setting and increase all MDA 140 feet, increase S-17 Cats B, C, and D and circling Cats C and D visibility ½ mile, circling Cat B visibility ¼ mile. SSALS MISSED APPROACH: Climb to 6000 via BGS VORTAC R-180 to TAYOL INT/BGS 19 DME **₼** -}and hold, continue climb-in-hold to 6000. AWOS-3 FORT WORTH CENTER UNICOM 118.025 133.7 350.2 122.8 (CTAF) 0 NoPT for arrival on BGS VORTAC R-360 airway radials 249 CW 075. IF/IAF · BIG SPRING 114.3 BGS **Ξ**∵: Chan 90 800 80° (s) SC-2, 17 DEC 2009 to 14, IAN 2010 DUMMO BGS 6 ۸²⁹⁵⁷ NSA BGS 25 Ny ^{2672 ±} Λ **^** 2859 ∧ ∧³¹⁵⁴ 4700 ۸³²⁶⁹ \Diamond ₃₂₆₉ ∧ ∧₃₂₆₉ 3302 A A 3160 ± 2573 **ELEV** 180° 3.7 NM 3174 ± 1 from FAF TAYOL BGS 19 TDZE 2562 2671 114.8 MAF 80° R-072 Chan 95 6000 One Minute TAYOL INT DUMMO **VORTAC** 8802 X I Holding Pattern BGS 6 BGS [19] 2645 **BGS R-180** 4300 180° BGS 7.9) BGS 9.7 3800 3.08° TCH 45 1.8 NM -1.9 NM-6 NM -35 CATEGORY D Α 3180-13/4 3180-2 S-17 3180-34 618 (700-34) 618 (700-134) 618 (700-1) 3180-13/4 3180-2 CIRCLING 3180-1 607 (700-1) MIRL Rwys 6-24 and 17-35 607 (700-134) 607 (700-2)

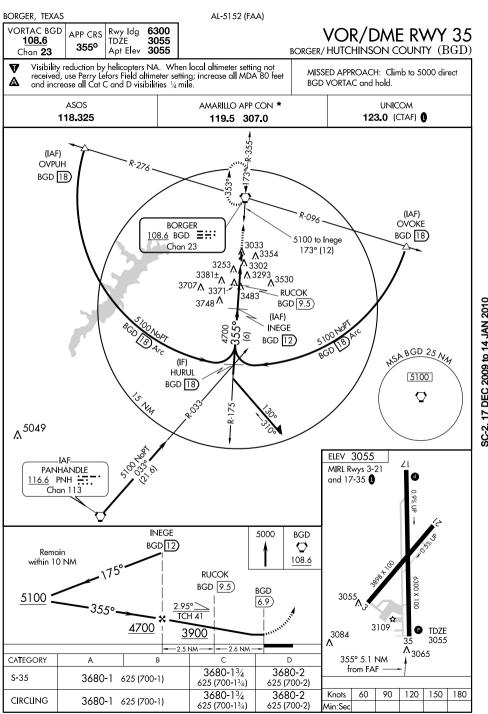


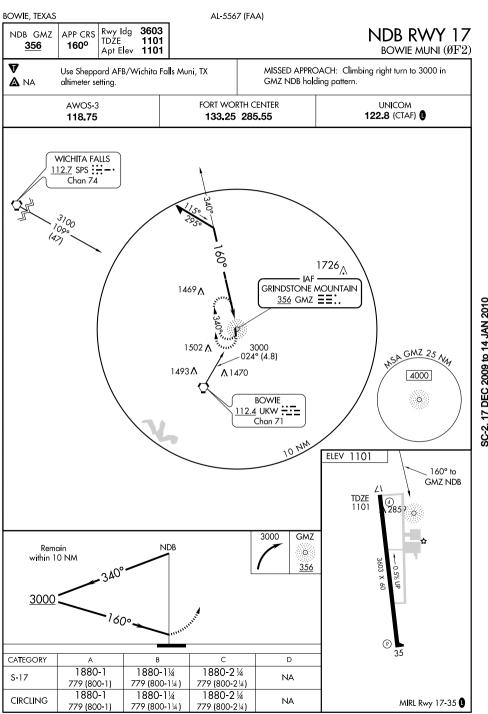


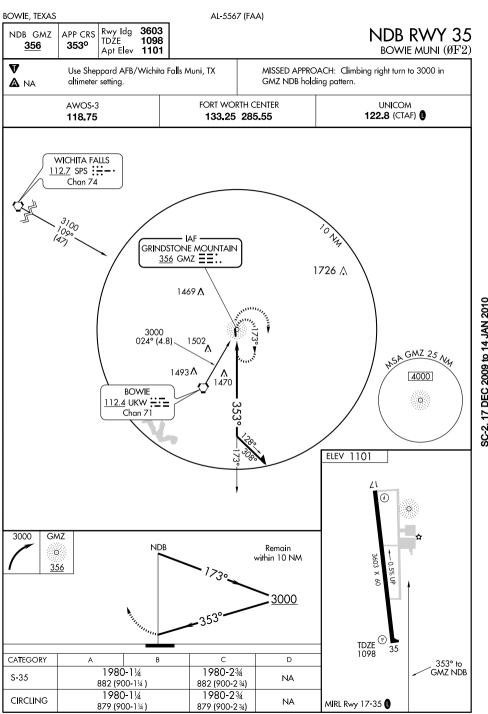


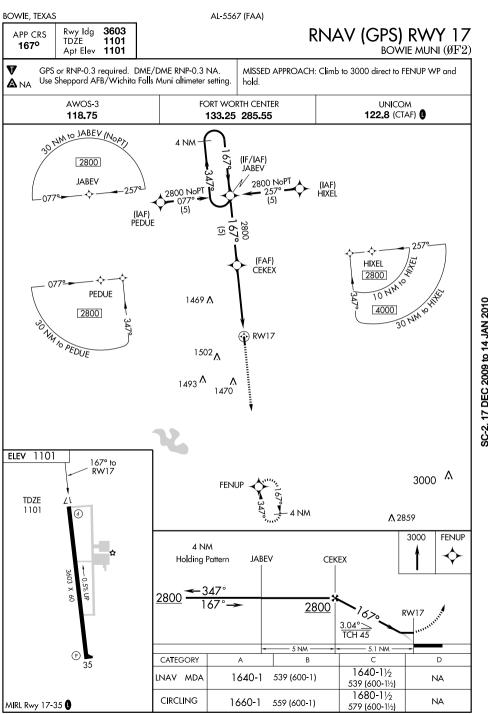


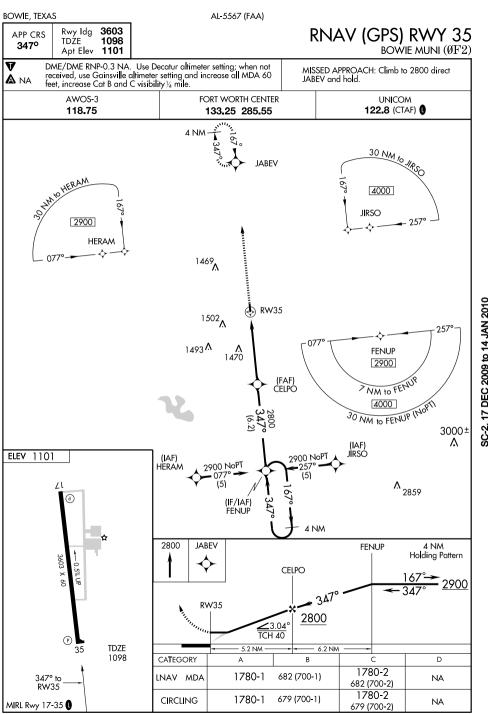
SC-2 17 DEC 2009 to 14 JAN 2010

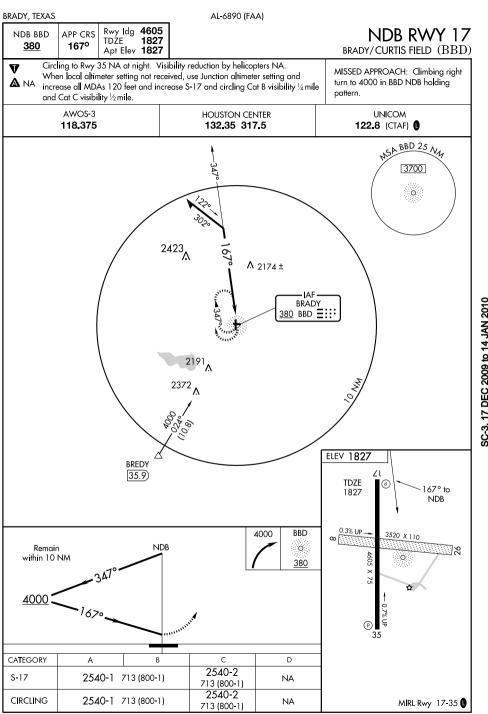


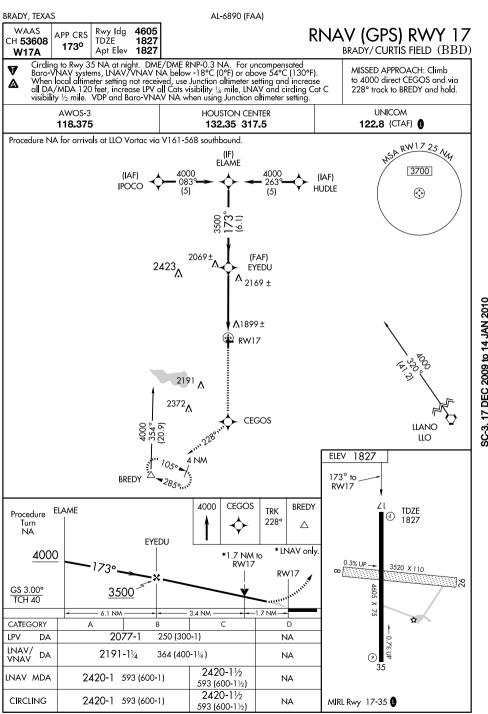




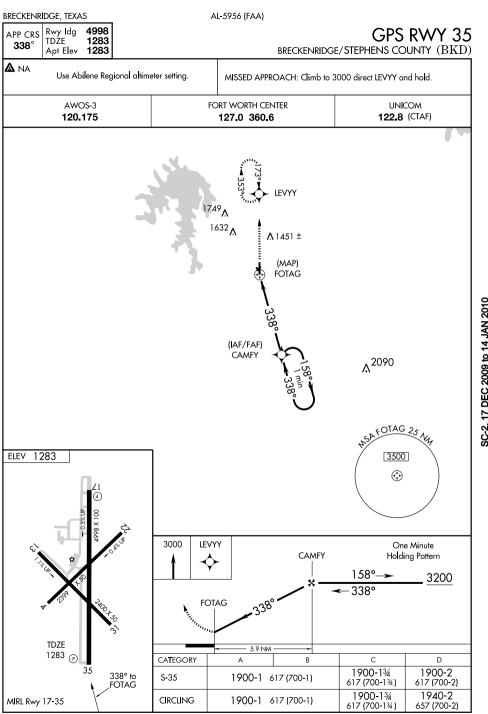


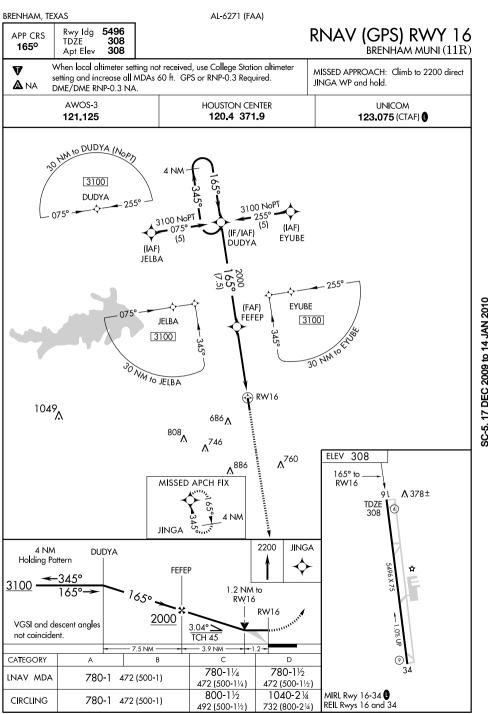


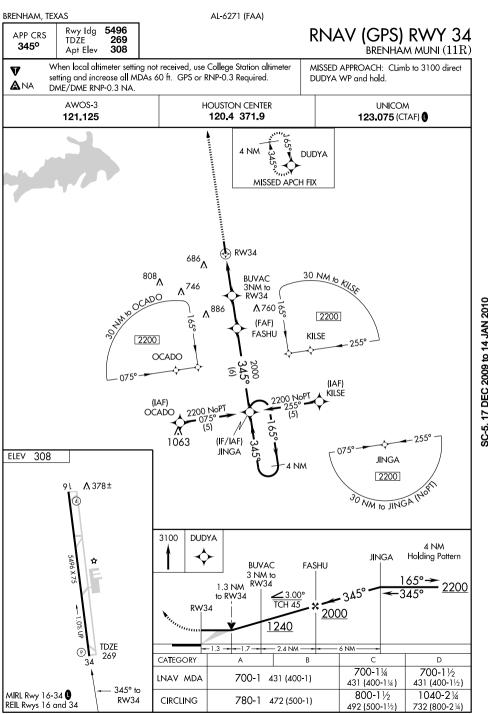


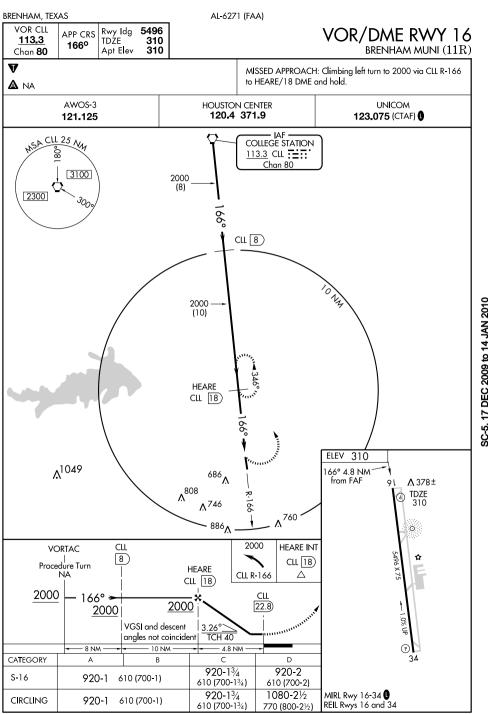


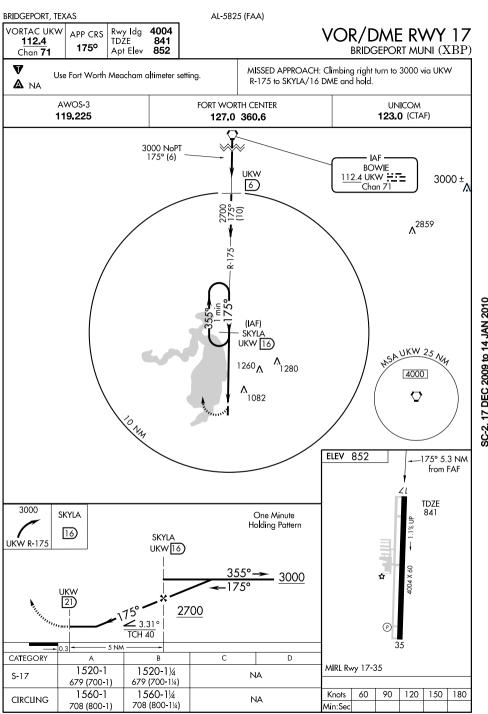
BRADY, TEXAS AL-6890 (FAA) WAAS Rwy Idg 4605 RNAV (GPS) RWY 35 APP CRS CH **49108** TDŹE 1823 3530 BRADY/ CURTIS FIELD (BBD) Apt Elev 1827 W35A DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA V MISSED APPROACH: Climb to below -18°C (0°F) or above 54°C (130°F). When local altimeter setting not received, 4000 direct OVACU and via 263° A use Junction altimeter setting and increase all DA/MDA 120 feet, increase LPV, track to VIVCU and left turn via LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile. Baro-VNAV NA 1.50° track to BREDY and hold. when using Junction altimeter setting. Procedure NA at night. Visibility reduction by helicopters NA. AWOS-3 UNICOM HOUSTON CENTER 118.375 132.35 317.5 122.8 (CTAF) 0263°..... VIVCU ♠ RW35 1924 2191 30NM to GIALE 7II AG 30MM to FEDOK 2.1 NM to **RW35** ^ 2372 SC-3, 17 DEC 2009 to 14, IAN 2010 (FAF) **CEGOS** 4000 4000 **GIMVE FEDOK** 4 NM 263 083 BREDY 2 4000 NoPT 4000 NoPT (IAF) 083° 263 (IAF) **FEDOK** (5)(5)**GIMVE** -263° 083° (IF/IAF) **JENEV JENEV** 4 NM 4000 **ELEV 1827** JONAL TO JENEY INOPT Ζl OVACU VIVCU 4000 **BREDY** TRK 4 NM **JFNFV** 263° Δ Holding Pattern TRK 150° ZILAG **CEGOS** 0.3% UP 3520 X 110 2.1 NM to 353° ထ RW35 **RW35** 4605 GS 3.00° TCH 48 3500 2500* * LNAV only 2.1 NM-3 NM 6.1 NM С CATEGORY D Α 250 (300-1) NA LPV DA 2073-1 (P) LNAV/ 35 DΑ 284 (300-1) 2107-1 NA **TDZE** VNAV 1837± 1823 2240-11/4 ۸ NA LNAV MDA 2240-1 417 (500-1) 417 (500-11/4) 353° to 2240-1 2280-1 2280-11/2 CIRCLING NA RW35 MIRL Rwy 17-35 🚺 453 (500-1) 413 (500-1) 453 (500-11/2)

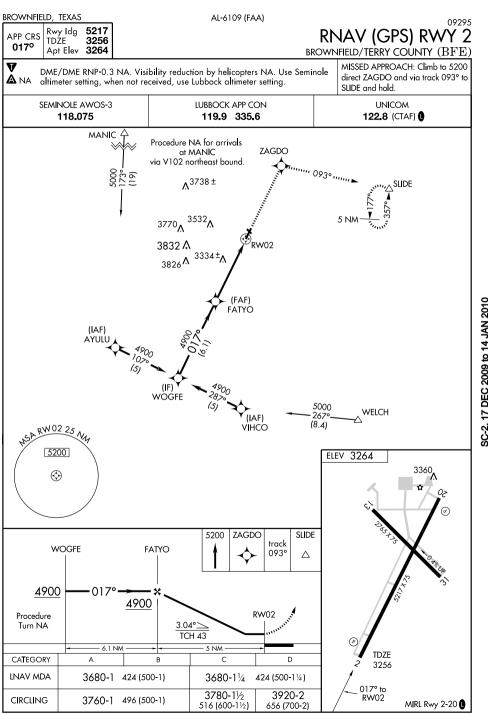


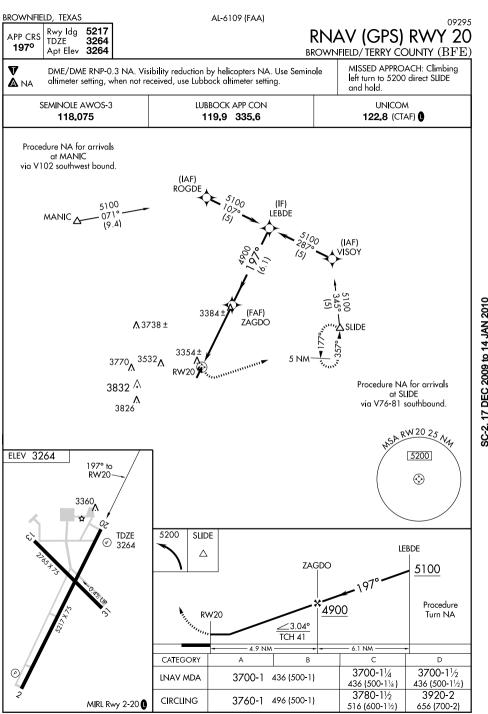






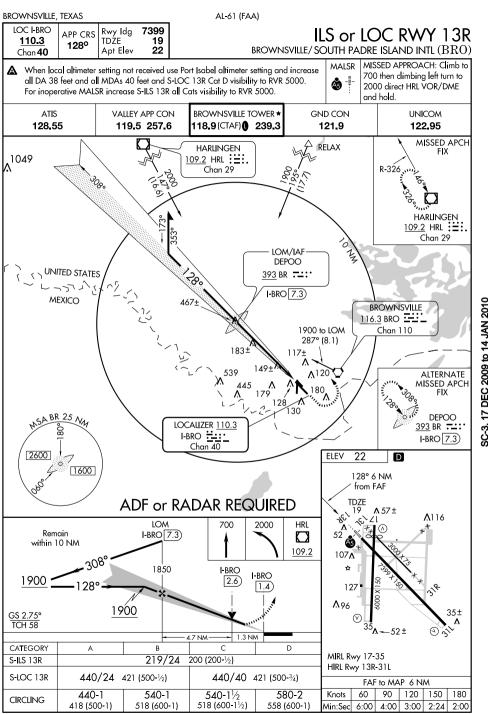


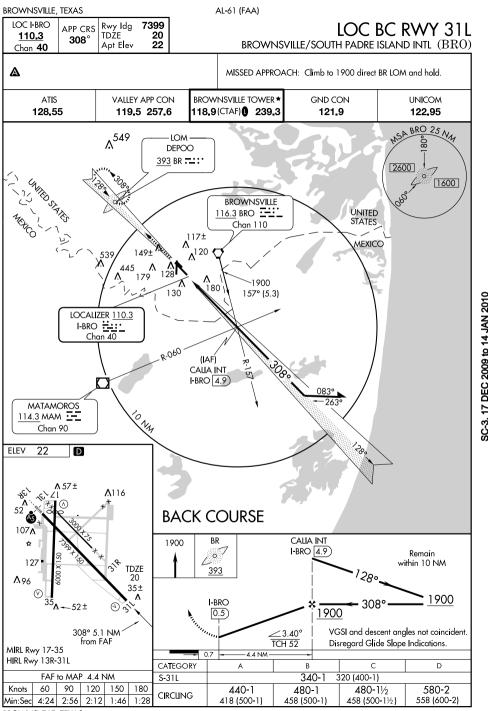


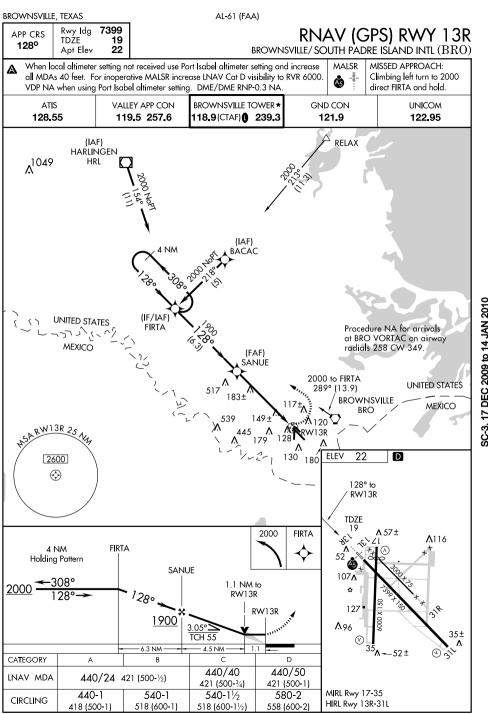


BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)AIRPORT DIAGRAM BROWNSVILLE, TEXAS AL-61 (FAA) ATIS 128.55 CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED. BROWNSVILLE TOWER* 118.9 239.3 GND CON 121.9 25°55′ N -D Λ 116 Ζl **ELEV** 20 **HANGARS ELEV** FIRE AIR 17 STATION **FREIGHT** ELEV TERMINAL G **FBO** 107 ☆ HANGARS 6000 X 150 1399+150 **PASSENGER TERMINAL** ONIKC TOWER CONTROL D 25°54′ N -357.0°-35 **FIELD ELEV** 22 **ELEV** 20 RWY 13L-31R S10, D50 RWY 13R-31L S75, D170, ST175, DT240 RWY 17-35 JANUARY 2005 S75, D144, ST175, DT150 ANNUAL RATE OF CHANGE 0.1° W 97°26′ W 97°25′ W

SC-3, 17 DEC 2009 to 14 JAN 2010





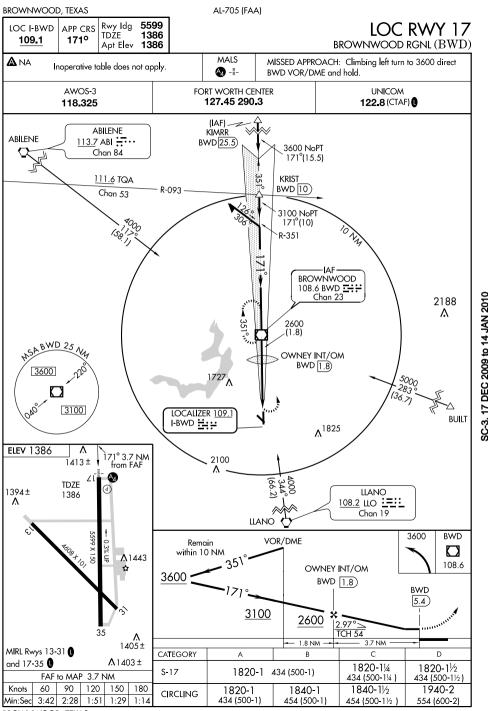


BROWNSVILLE, TEXAS AL-61 (FAA) VORTAC BRO 5810 Rwy Idg VOR/DME RNAV or GPS RWY 17 APP CRS 116.3 TDŹE 20 173° BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO) Apt Elev 23 Chan 110 MISSED APPROACH: Climbing left turn Night straight in minimums NA to 1900 direct BRO VORTAC. BROWNSVILLE TOWER ★ VALLEY APP CON ATIS GND CON UNICOM 118.9(CTAF) 239.3 128.55 119.5 257.6 121.9 122.95 (IAF) ∧ RELAX IAF MOKI 4 NM N26°02.92′-W97°25.40′ 116.3 BRO 332.0°-7.9 SC-3, 17 DEC 2009 to 14, IAN 2010 10 ^549 ∧ UNITED STATES ンソントレ (FAF) MAP-(HIJKE) MEXICO RW17 4 NM from MAP WP 116.3 BRO 250.5°-2.9 N25°58.92′-W97°25.57′ N25°54.90′-W97°25.73′ **UNITED STATES** 1900 332° (7.9) 117± 149± Λ¹²⁰ MEXICO 539 445 ELEV 23 D 128 179 180 BROWNSVILLE 130 173° to 116.3 BRO ----MAP WP ____ Chan 110 TDZE V 20 **∧** 57 ± **1**116 ړۍ <u>ک</u>آ 4 NM 1900 **BRO** Holding Pattern (HIJKE) \Diamond MOKII 107**^** 4 NM from 116.3 MAP WP ☆ 1900 127 RW17 1400 MAP WP Λ96 35± (V) 3.13° 35**∧** ---52± (1) 3/V 0.9 -3.1 NM -4 NM -C D CATEGORY Α В 400-11/4 400-1 380 (400-1) S-17 380 (400-11/4) MIRL Rwy 17-35 580-2 420-1 480-1 480-11/2 CIRCLING HIRL Rwy 13R-31L 397 (400-1) 457 (500-1) 557 (600-2) 457 (500-11/2)

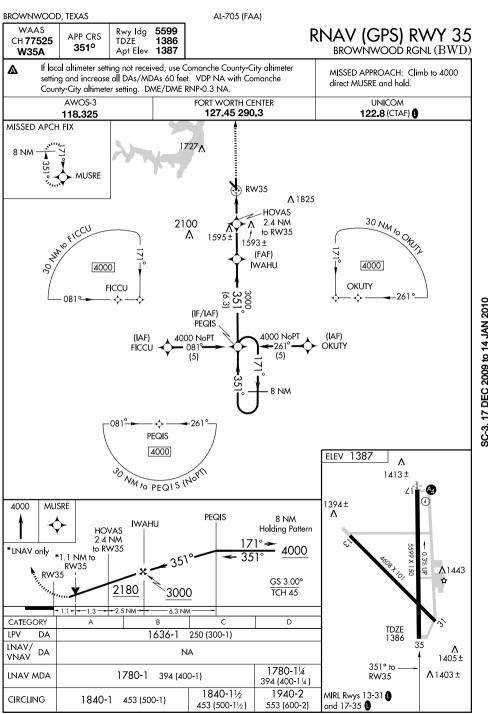
BROWNSVILLE, TEXAS AL-61 (FAA) VORTAC BRO 6000 Rwy Idg VOR/DME RNAV or GPS RWY 35 APP CRS 116.3 TDŹE 23 353° BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO) Apt Elev 23 Chan 110 Night straight in minimums not authorized when BRO MISSED APPROACH: Climbing right turn to 1900 direct BRO VORTAC. tower closed. BROWNSVILLE TOWER * VALLEY APP CON ATIS GND CON UNICOM 128.55 118.9(CTAF) 239.3 122.95 119.5 257.6 121.9 ^⁵⁴⁹ UNITED STATES 11.05 MEXICO BROWNSVILLE 116.3 BRO ==:: _____ Chan 110 UNITED STATES ^{149±}∧ MEXICO 128 1900 to PEONN WP SC-3, 17 DEC 2009 to 14, IAN 2010 **RW35** 190° (9.9) 116.3 BRO 236.0°-3.3 N25°53.91′-W97°25.77 (FAF) - 10 -(HILSE) 3.8 NM from MAP WP N25°50.06′-W97°25.93′ IAF PEONN N25°46.06′-W97°26.10 116.3 BRO 190.0°-9.9 ELEV 23 -10-1.57± **1**116 107 4 NM BRO 1900 **PFONN** Holding Pattern \Diamond WP 127 (HILSE) 116.3 3.8 NM from Λ96 1900 35± MAP WP *'35*3° (V) RW35 **TDZE** ---52± 1300 MAP WP 23 353° to 3.05° > MAP WP -2.7 NM 4 NM · CATEGORY S-35 440-1 417 (500-1) 440-11/4 417 (500-11/4) MIRL Rwy 17-35 480-11/2 480-1 580-2 **CIRCLING** HIRL Rwy 13R-31L 417 (500-1) 457 (500-1) 457 (500-11/2) 557 (600-2)

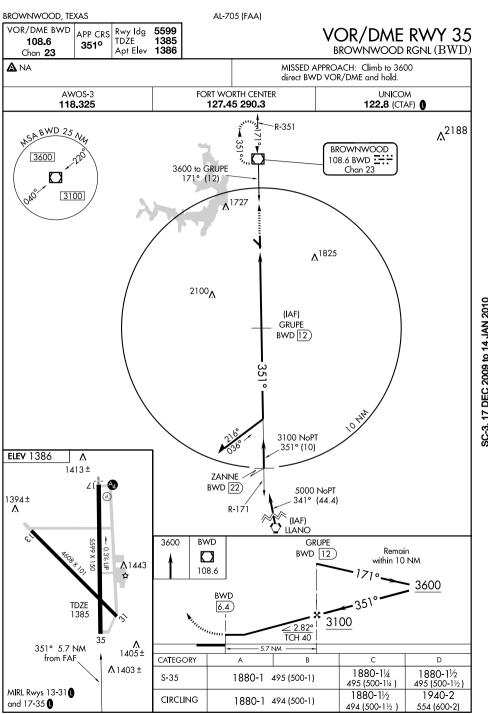
BROWNSVILLE, TEXAS AL-61 (FAA) VORTAC BRO Rwy Ida N/A VOR or TACAN or GPS-A APP CRS 116.3 N/A TDŹE 242° BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO) Apt Elev 23 Chan 110 MISSED APPROACH: Climbing right turn to 1900 direct BRO VORTAC. (TACAN aircraft climbing right turn to 1900 via BRO R-062 to CHICO/BRO 7 DME and hold NE, right turn. 242° inbound). VALLEY APP CON BROWNSVILLE TOWER★ GND CON ATIS UNICOM 128,55 118.9(CTAF) 239.3 119.5 257.6 121.9 122.95 549 ∧ 1900 NOPT BRO 7 Arc (IAF) R-062 900 (OVXAP) (7)CHICO BRO 7 539 180 · IAF BROWNSVILLE 116.3 BRO ==: (MAHEZ) Chan 110 ELEV 23 D MSA BRO 25 Ny 242° 2.3 NM 2600 from FAF **∧** 57 ± 1600 **∆**116 107**^** BRO 1900 **VORTAC** Remain \Diamond within 10 NM 127 116.3 Λ96 (MAHEZ) $35 \pm$ (V) 1900 BRO 2.3 ---52 ± MIRL Rwy 17-35 900 HIRL Rwy 13R-31L 2.3 NM FAF to MAP 2.3 NM CATEGORY C D Knots 60 90 120 150 180 440-1 480-1 480-11/2 580-2 **CIRCLING** 557 (600-2) 1:09 0:55 417 (500-1) 457 (500-1) 457 (500-11/2) Min:Sec 2:18 1:32 0:46

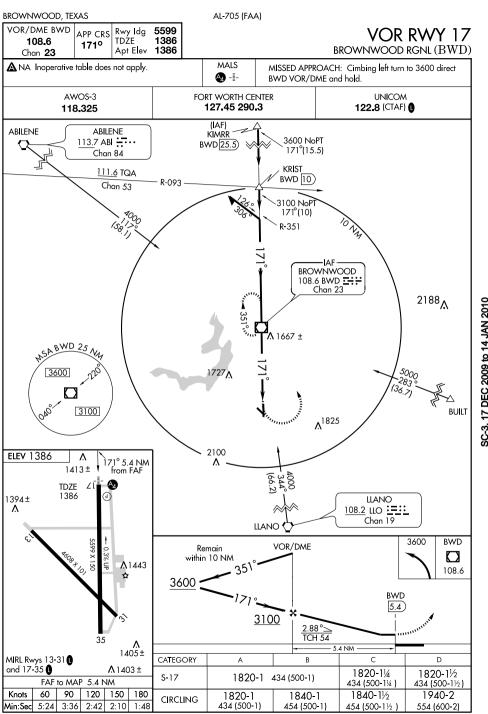
SC-3, 17 DEC 2009 to 14, IAN 2010

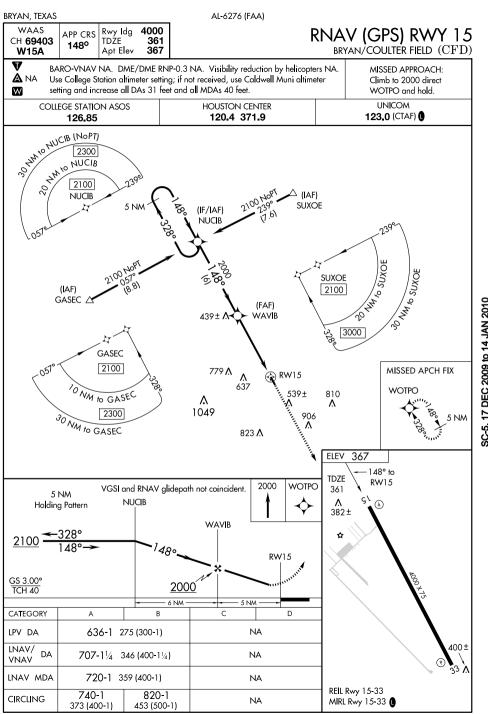


BROWNWOOD, TEXAS AL-705 (FAA) WAAS 5599 Rwy Ida RNAV (GPS) RWY 17 APP CRS CH 70325 TDŹE 1387 171° BROWNWOOD RGNL (BWD) Apt Elev 1387 W17A If local altimeter setting not received, use Comanche County-City altimeter setting and increase MISSED APPROACH: MAIS all DAs/MDAs 60 feet. Inoperative table does not apply to LPV all CATs and LNAV CAT C. Climb to 4000 direct **⁄** -⊪-VDP NA with Comanche County-City Altimeter setting. DME/DME RNP-0.3 NA. PEQIS and hold. AWOS-3 FORT WORTH CENTER UNICOM 127.45 290.3 122.8 (CTAF) 0 118.325 30 MM to MUSRE (NOP) 4000 8 NM MUSRE 081° 261° 4000 NoPT 4000 NoPT • 261° • 081° (IF/IAF) (Š) (IAF) (IAF) MUSRE ŻIHMY OHSOJ ²¹⁸⁸م 081°-261° OHSOJ ZIHMY SC-3 17 DEC 2009 to 14 JAN 2010 S LANTO OHSOJ (FAF) 4000 4000 INUWE A 1669 ± 351 30 NM to ZIHM CUBKI 1727A 2 NM 1539 ± to RW17 **RW17** ۸¹⁸²⁵ MISSED APCH FIX 2100₁ **PEQIS** 1387 **ELEV** 171° to RW17 1413± TDZE 1394± 1387 4000 **PEQIS** ۸ MUSRE 8 NM INUWE Holding Pattern **CUBKI** 2 NM 5599 X 150 to RW17 * LNAV only 1.1 NM to* **∆**1443 RW17 GS 3.00° 3000 TCH 52 2060 6.3 NM 2.8 NM -0.9 -1.1-CATEGORY D Α LPV DΑ 1637-¾ 250 (300-34) LNAV/ 35 **^** 1405± DA NA VNAV 1800-3/4 LNAV MDA 413 (500-34) 1800-11/4 413 (500-11/4) 1403 ± 1840-11/2 1940-2 MIRL Rwys 13-31 CIRCLING 1840-1 453 (500-1) and 17-35 0 453 (500-11/2) 553 (600-2)

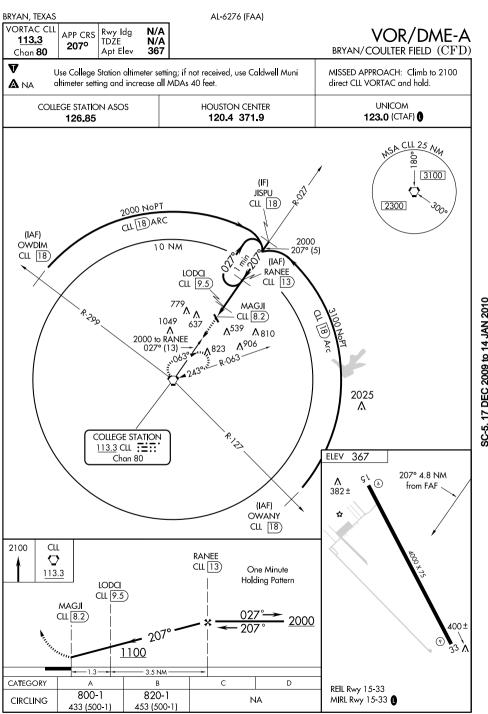


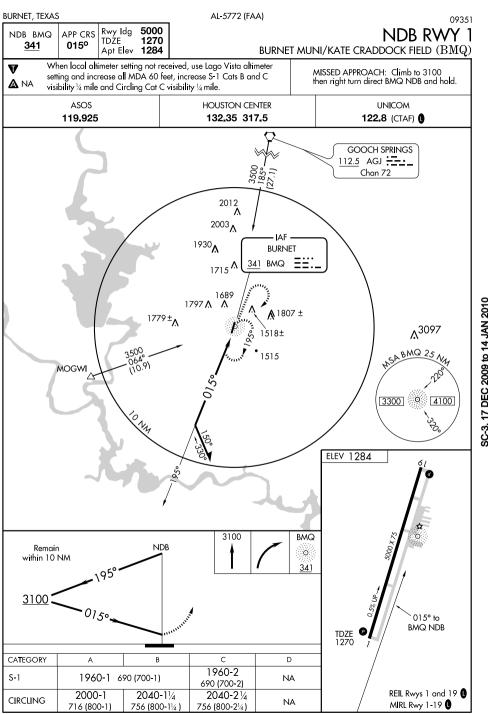


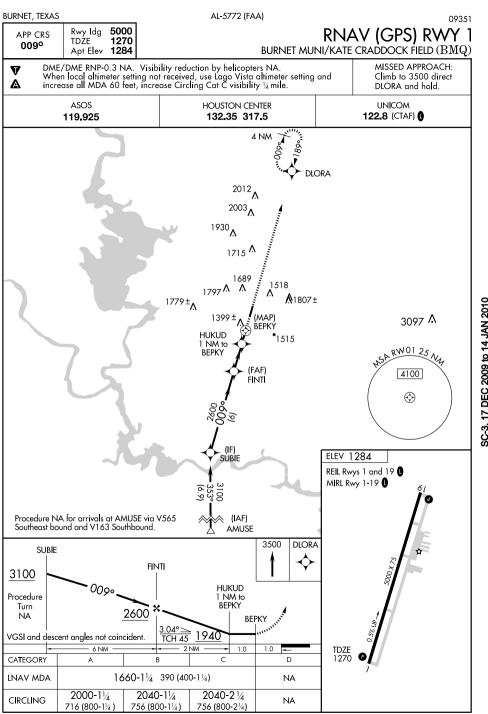




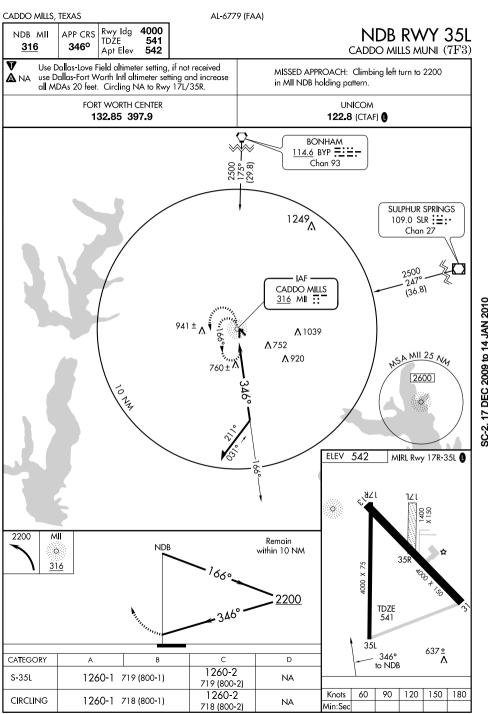
BRYAN, TEXAS AL-6276 (FAA) WAAS Rwy Ida 4000 RNAV (GPS) RWY 33 APP CRS CH **70603** TDŹE 367 328° BRYAN/COULTER FIELD (CFD) Apt Elev 367 **W33A** V MISSED APPROACH: BARO-VNAV NA. DME/DME RNP-0.3 NA. Use College Station altimeter **A** NA setting; if not received, use Caldwell Muni altimeter setting and increase all Climb to 2100 direct NUCIB and hold. DAs 31 feet and all MDAs 40 feet. W COLLEGE STATION ASOS HOUSTON CENTER UNICOM 123.0 (CTAF) 0 120.4 371.9 126.85 MISSED APCH FIX NUCIB 30 NM to ANABE 779 A .**`** RW33 🗞 20 NM to ANABE 539± 2100 1049 🔨 OROCE **∧** 810 2.8 NM to **RW33** 2000 **∧** 823 ANABE SC-5, 17 DEC 2009 to 14, IAN 2010 (FAF) 2300 TEYUP 20 NM for the form of the form (IAF) ANARE 2000 NOP 2025 (5) 2000 ۸ HOBEX 238 5 NM (IAF) 8 NM 10 NM 8 (IF/IAF) HÖBEX 30 NM to WORD WOTPO WOTPO 058 3000 ELEV 367 g١ ۸ (8) 382± VGSI and RNAV glidepath not coincident. 2100 NUCIB *LNAV only ☆ 5 NM **TEYUP** WOTPO Holding Pattern *OROCE 2.8 NM to RW33 328° 2000 RW33 2000 1300 GS 3.00° TCH 40 2.8 NM--2.1 NM-6 NM CATEGORY C D 400± LPV DA NA 642-1 275 (300-1) LNAV/ NA DΑ 695-11/4 328 (400-11/4) TDZE VNAV 367 LNAV MDA 880-1 513 (600-1) NA 328° to **REIL Rwy 15-33** RW33 CIRCLING NA 880-1 513 (600-1) MIRL Rwy 15-33

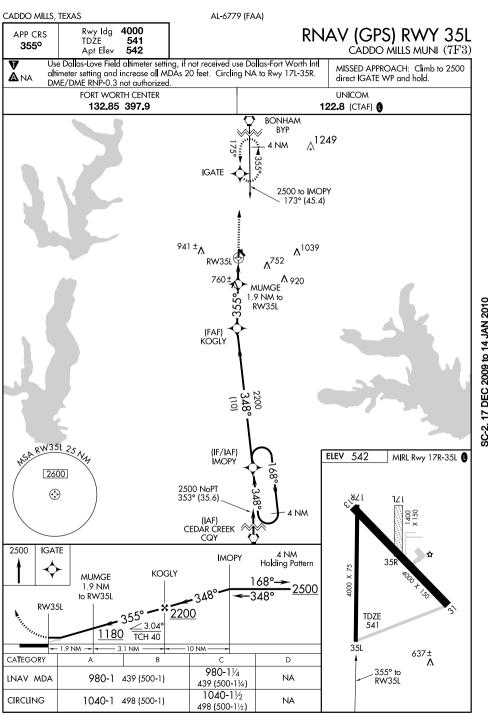


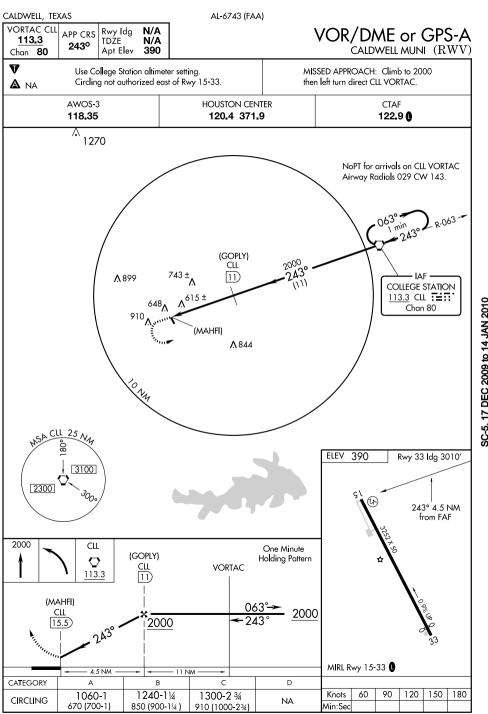


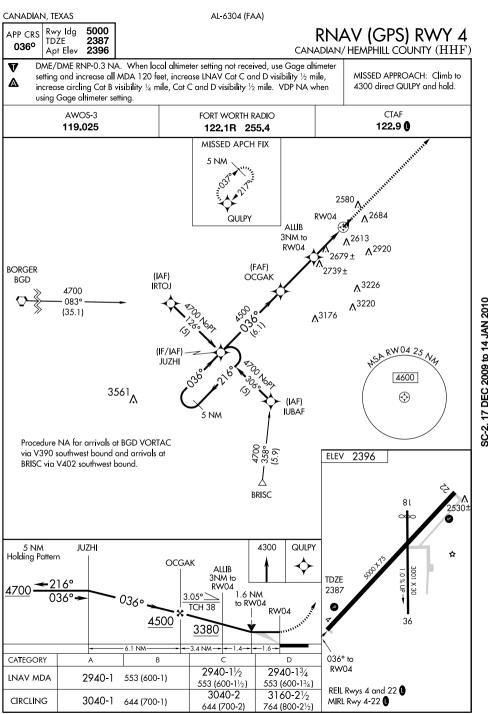


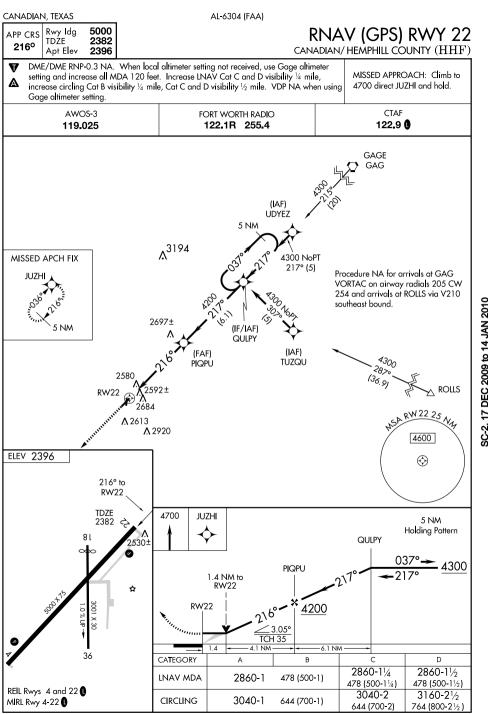
BURNET, TEXAS AL-5772 (FAA) 09351 5000 Rwy Ida RNAV (GPS) RWY 19 APP CRS TDŹE 1284 1890 BURNET MUNI/KATE CRADDOCK FIELD (BMQ) Apt Elev 1284 DME/DME RNP-0.3 NA Visibility reduction by helicopters NA MISSED APPROACH: Climb to 3100 direct When local altimeter setting not received, use Lago Vista altimeter setting A FINTI then via track 180° to AMUSE. and increase all MDA 60 feet, increase LNAV and Circling Cat C visibilities ¼ mile. ASOS UNICOM **HOUSTON CENTER** 132.35 317.5 122.8 (CTAF) 0 119.925 Procedure NA for arrivals GOOCH SPRING at AGJ VORTAC via airway AGI radials 182 CW 199. 3500 176° (12) (IAF) ĴΙΒΑĴ (IAF) IXANY 3500 09ō (6) DLORA 3500 LLANO ²⁰¹²∧ LLO (26.8) 2003 ∧ SC-3, 17 DEC 2009 to 14, IAN 2010 Procedure NA for arrivals 1930 A at LLO VORTAC via airway (FAF) 1715 radials 018 CW 120. **LEYIG** HONES 2.3 NM to RW19 25 Ny **RW19** 1689 1518± 1797 A **∧**^{1807±} 4100 1636 1*77*9±∧ **(** 3097 . 1515 **ELEV 1284** 189° to **RW19** TDZE MISSED APCH FIX 1284 Δ AMUSE 3100 FINTI DLORA Procedure AMUSE TRK Turn 180° Δ **HONES** NA 3500 ∠ 3.03° **LEYIG** TCH 45 2.3 NM to *****2600 RW19 RW19 VGSI and descent 2060 angles not coincident. 2.3 NM -1.7 NM -6 NM D CATEGORY C 1940-13/4 LNAV MDA 1940-1 656 (700-1) NA 656 (700-13/4) REIL Rwys 1 and 19 🗓 2000-1 2040-11/4 2040-21/4 CIRCLING NA MIRL Rwy 1-19 (716 (800-1) 756 (800-11/4) 756 (800-2 1/4)



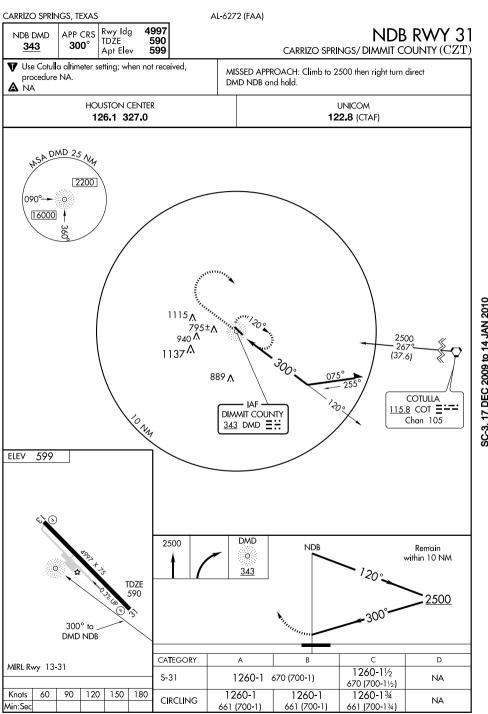


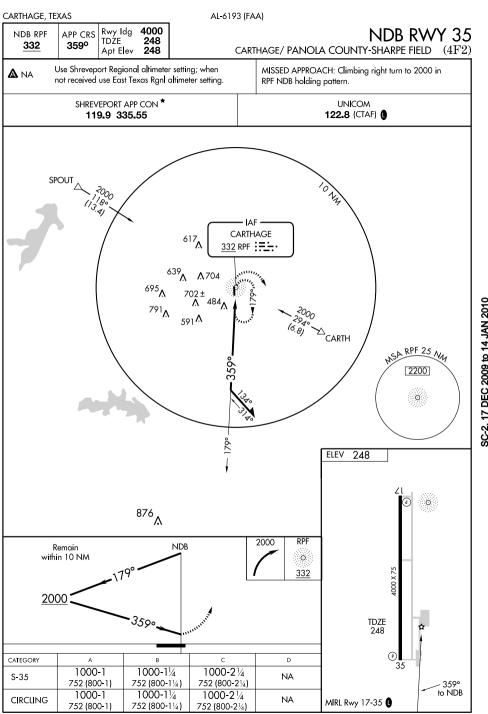


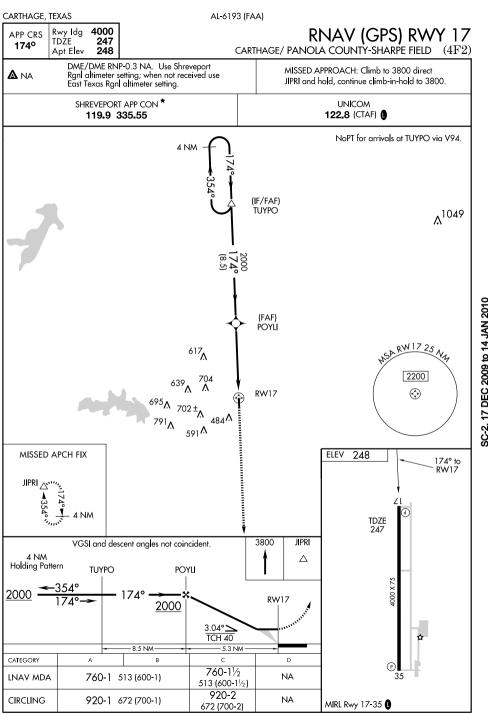


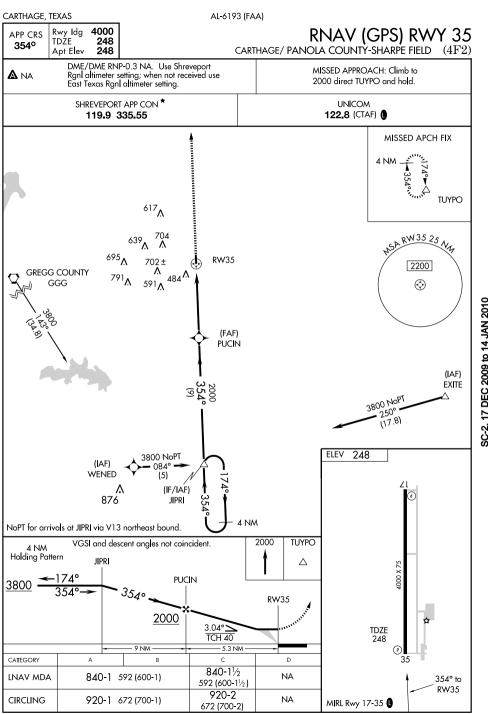


CARRIZO SPRINGS, TI	EXAS	A	AL-6272	(FAA)				
APP CRS Rwy Idg TDZE Apt Elev	4997 590 599	GPS RWY 31 CARRIZO SPRINGS/ DIMMIT COUNTY (CZT)						
Use Cotulla altim procedure NA. A NA	MISSED APPROACH: Climbing right turn to 2500 direct CIXHU and hold.							
HOUSTON CENTER 126.1 327.0				UNICOM 122.8 (CTAF)				
ELEV 599	7 940 <i>1</i>	AVC	\F) \\	(IA CIXH		(IA) EV	AF) UPE 2500 263 (26.3	°(*)
*	(901) + 15		\		4) (D) D4	,	CIXHU	One Minute Holding Pattern 27 2500
		72E 90 RW:		TCH	.97	200 200 V	GSI and descent and	07°
	307° to	CATEGORY		5 NM —		5 NM B		D
	RW31	S-31	10)40-1	450 (500)-1)	1040-1¼ 450 (500-1¼)	NA
MIRL Rwy 13-31		CIRCLING	112 521 (6	20-1		00-1 700-1)	1240-1¾ 641 (700-1¾)	NA

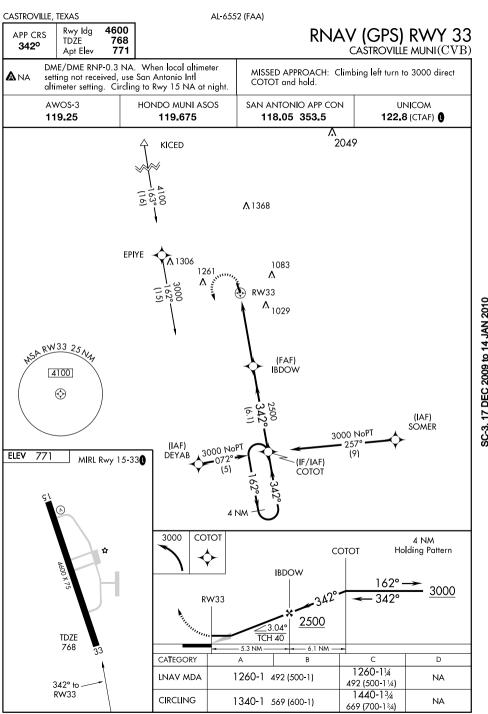


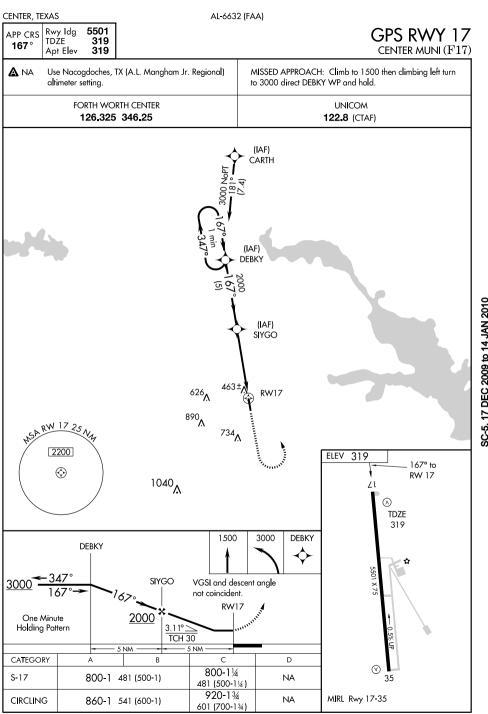


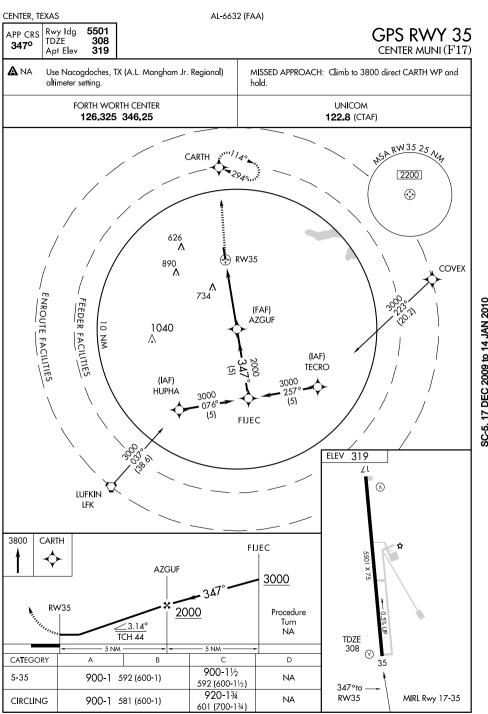


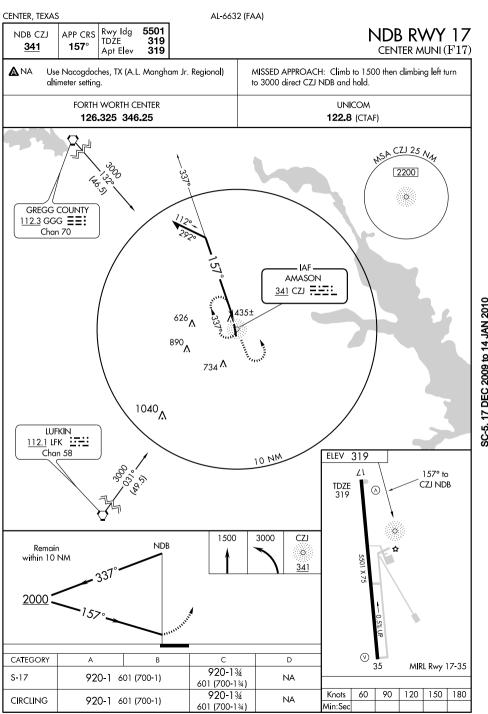


CASTROVILLE, TEXAS AL-6552 (FAA) 4600 Rwy Idg RNAV (GPS) RWY 15 APP CRS TDŹE 771 153° CASTROVILLE MUNI (CVB) Apt Elev 771 DME/DME RNP-0.3 NA. When local MISSED APPROACH: Climb to 2500 direct NOCIR altimeter setting not received, use San $oldsymbol{A}$ na and via 163° track to COTOT and hold. Antonio Intlatimeter setting. AWOS-3 SAN ANTONIO APP CON HONDO MUNI ASOS UNICOM 119.25 119.675 118.05 353.5 122.8 (CTAF) 0 CENTER POINT Procedure NA for arrivals at CSI VORTAC CSI on V161 and V68 Northwestbound. JEDÓL 2049 2600 (IAF) GESRE **∧**1368 (FAF) 1069± FIMUL POCPO 916± 1306 A 1.8 NM to RW15 SC-3, 17 DEC 2009 to 14, IAN 2010 ۸ ₁₀₈₃ ۸ RW15 1261 ۸ ₁₀₂₉ **NOCIR** 15A RW 15 25 Ny 4100 \Diamond ELEV 771 COTOT 153° to RW15 TDZE 4 NM 771 2500 NOCIR COTOT TRK **JEDOL** 163° ☆ 2600 **FIMUL** POCPO 1530 1.8 NM to RW15 RW15 Procedure 2000 Turn NA 3.04° <u></u> 1360 TCH 40 -1.9 NM -→ 1.8 NM → 6 NM D CATEGORY Α 1240-11/4 1240-1 469 (500-1) LNAV MDA NA 469 (500-11/4) 1380-1 1440-13/4 1260-1 CIRCLING NA MIRL Rwy 15-33 669 <u>(</u>700-1¾) 489 (500-1) 609 (700-1)

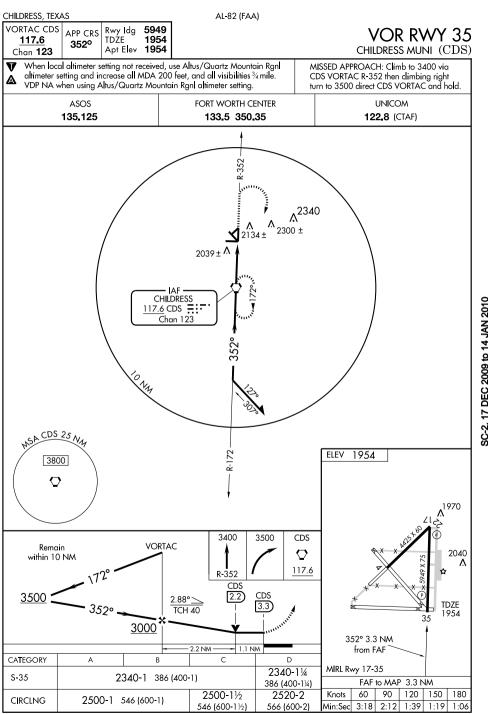


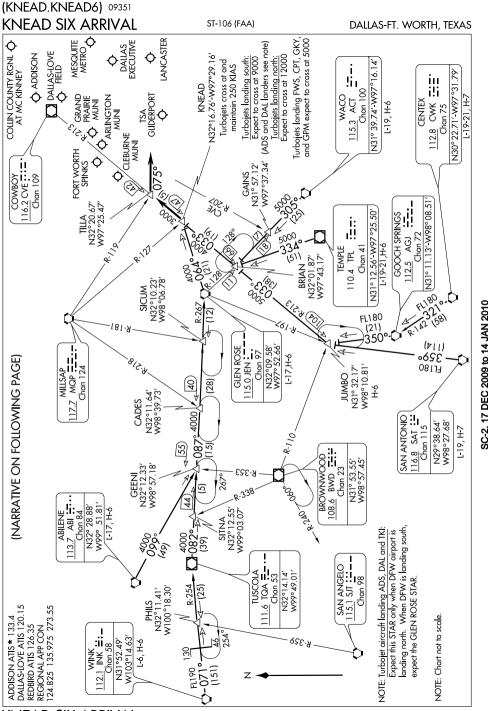






CHILDRESS, TEXAS		AL-82 (FAA)			
APP CRS 352°	Rwy Idg 5949 TDZE 1954 Apt Elev 1954			GPS RY CHILDRESS MU	WY 35 NI (CDS)
V A NA			MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 direct RIFUG WP and hold.		
ASOS 135.125		1	TTH CENTER 350.35	UNICOM 122.8 (CTAF)	
One Mir	nute r	2039 ± (IAF/FAF) RIFUG	GUTHRIE GTH	ELEV 1954	1970 21 & 2040
Holding Po	attern 172°	-X 352° 17CH 50	CEBNO	* * * * * * * * * * * * * * * * * * * *	Λ Λ Λ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ
CATEGORY		B C	D 2300-11/4	352° to CEBNO	
S-35		346 (400-1)	346 (400-11/4)	_	
CIRCLING	2500-1 546 (600-	-1) 546 (600-		MIRL Rwy 17-35	





WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading

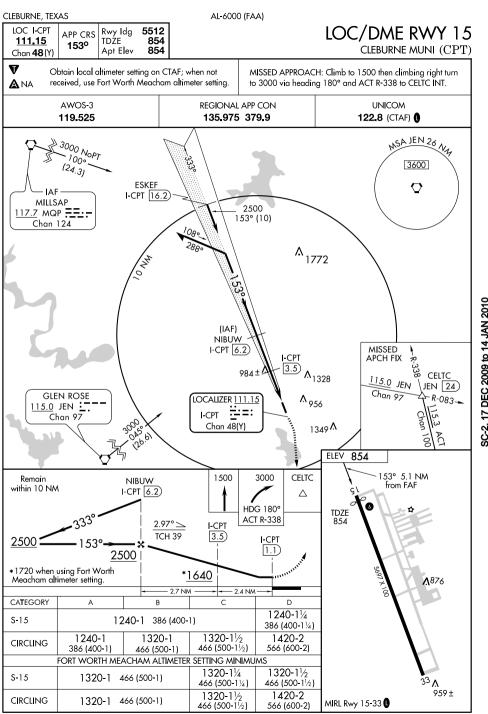
WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267

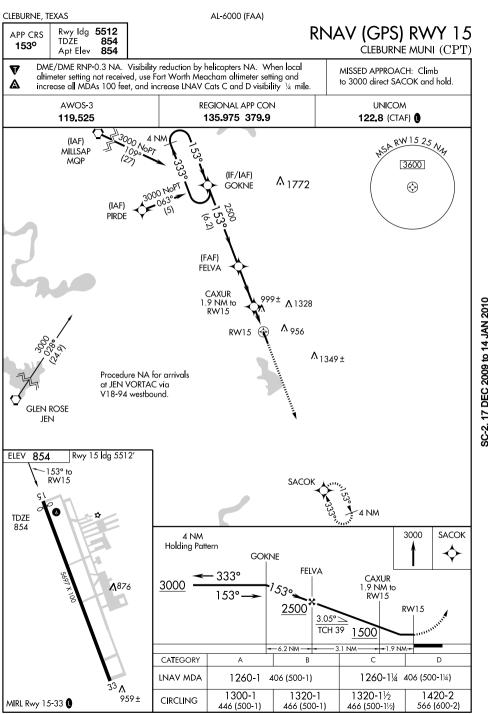
to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence

to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence

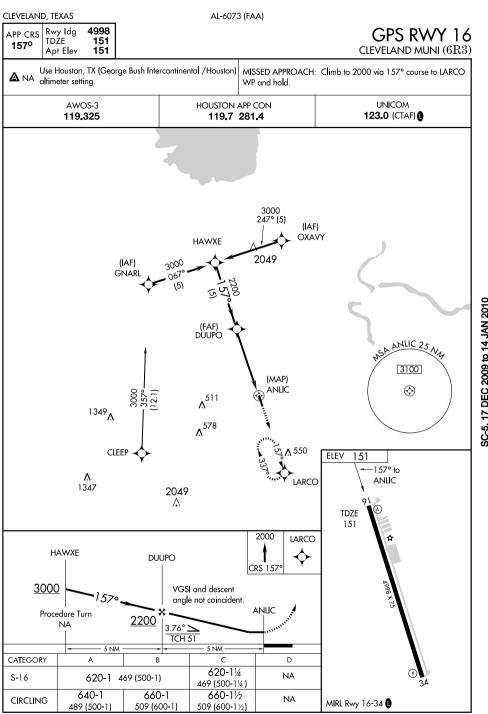
075° for vectors to final approach course.

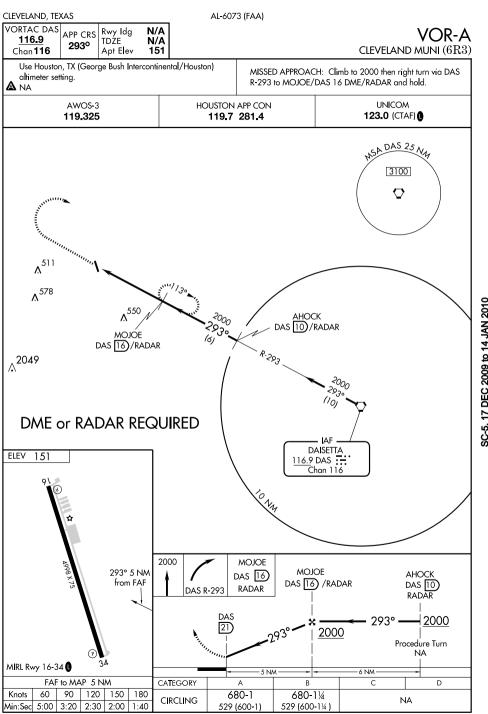
SC-2, 17 DEC 2009 to 14 JAN 2010

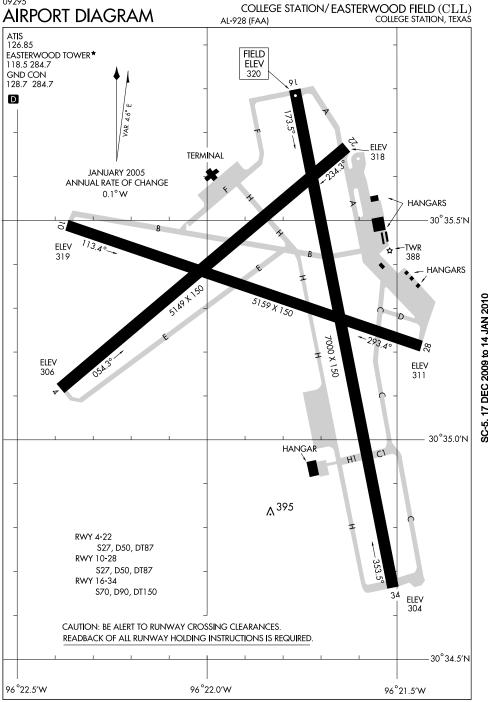


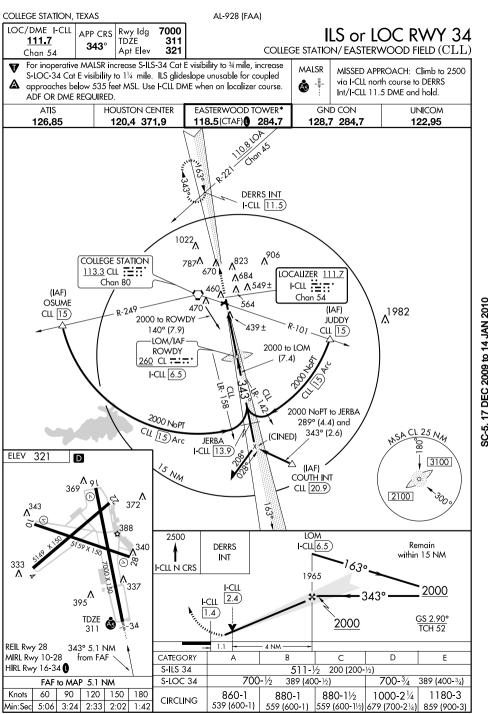


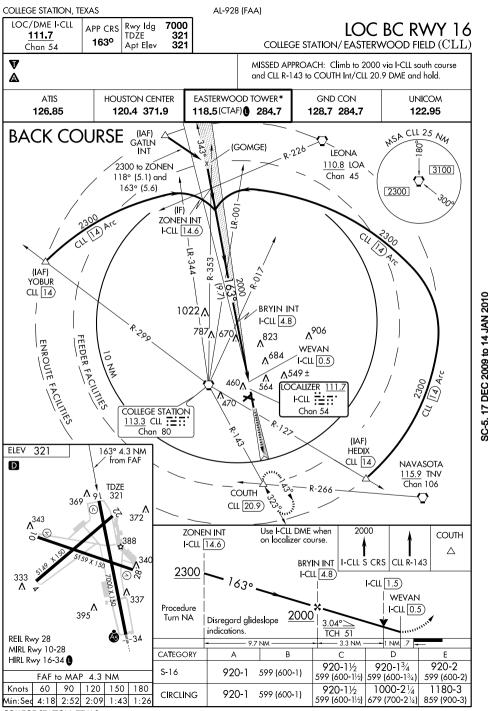
CLEBURNE, TEXAS AL-6000 (FAA) Rwy Ida 5697 RNAV (GPS) RWY 33 APP CRS TDŹE 849 333° CLEBURNE MUNI (CPT) Apt Elev 854 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local V MISSED APPROACH: Climb to altimeter setting not received, use Fort Worth Meacham altimeter setting and 3000 direct GOKNE and hold. A increase all MDAs 100 feet, and increase LNAV visibility Cats C and D1/4 mile. AWOS-3 REGIONAL APP CON UNICOM 135.975 379.9 119.525 122,8 (CTAF) (MISSED APCH FIX GOKNE **1**328 **1** Λ 956 RW33 Λ_{1349±} SC-2, 17 DEC 2009 to 14, IAN 2010 (FAF) ZÖLÖM Procedure NA for arrivals NSA RW 33 25 Ny at JEN VORTAC via V18-94 westbound. 3600 GLEN ROSE **(** JEN 3000 087° (22.1)SACOK (IAF) DAYEG ELEV 854 Rwy 15 ldg 5512' 3000 NoPT to Sacok 346° (30.8) (IAF) WACO ACT 4 NM 3000 **GOKNE** Holding Pattern SACOK **1**876 ZOLOM 3000 **RW33** 2500 ≤3.04° TCH 40 TDZE - 5 NM 6.2 NM-849 CATEGORY C D Α В 33 V 1220-11/4 LNAV MDA 1220-1 371 (400-1) 959± 333° to 371 (400-11/4) RW33. 1300-1 1320-1 1320-11/2 1420-2 **CIRCLING** MIRL Rwy 15-33 466 (500-1) 466 (500-11/2) 446 (500-1) 566 (600-2)

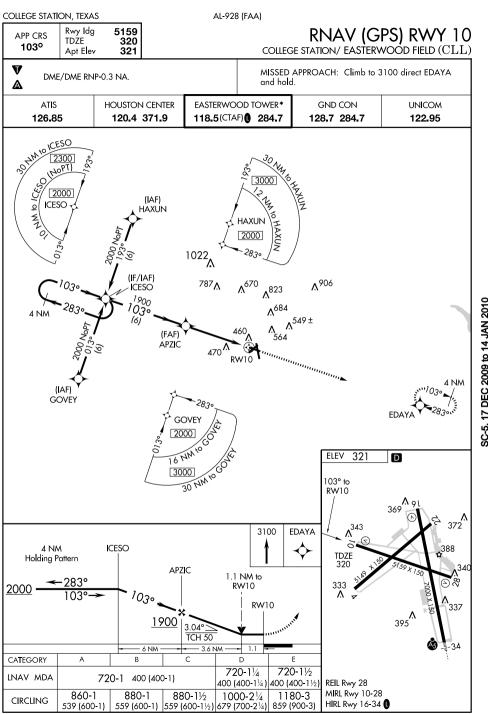


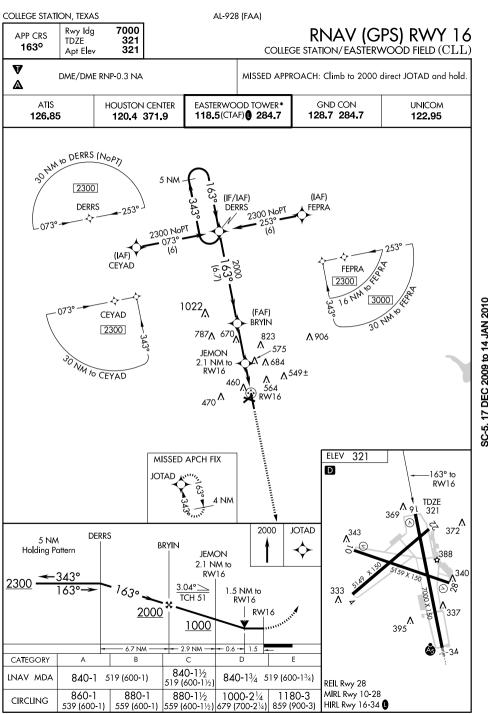


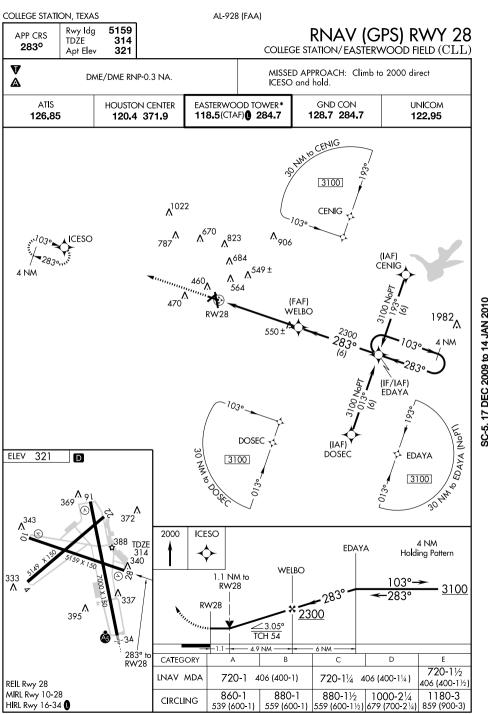


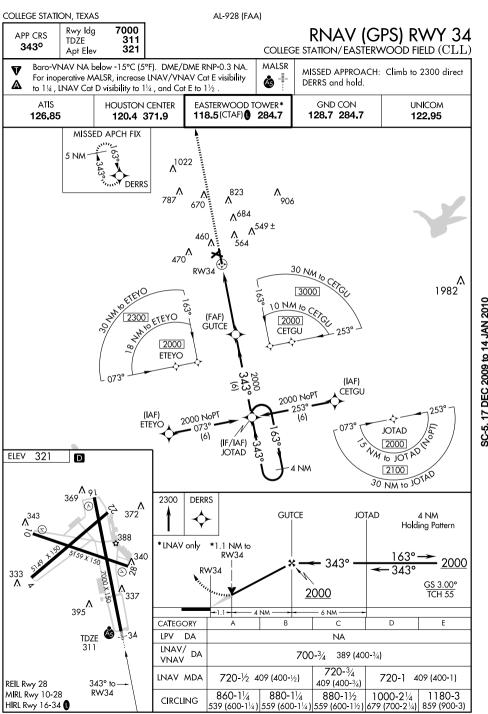


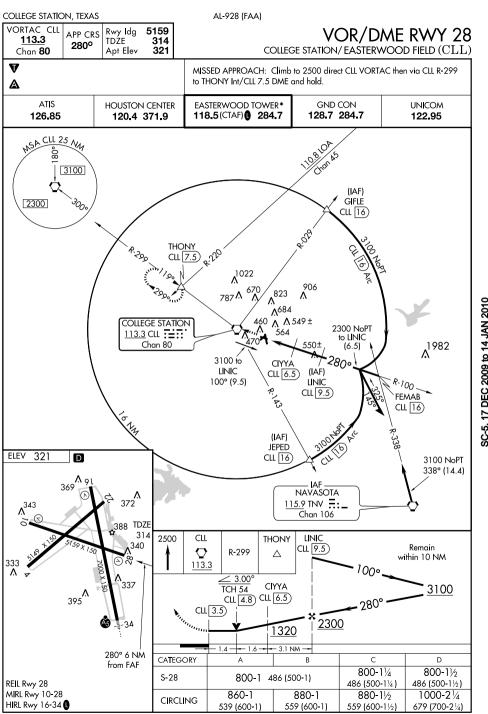


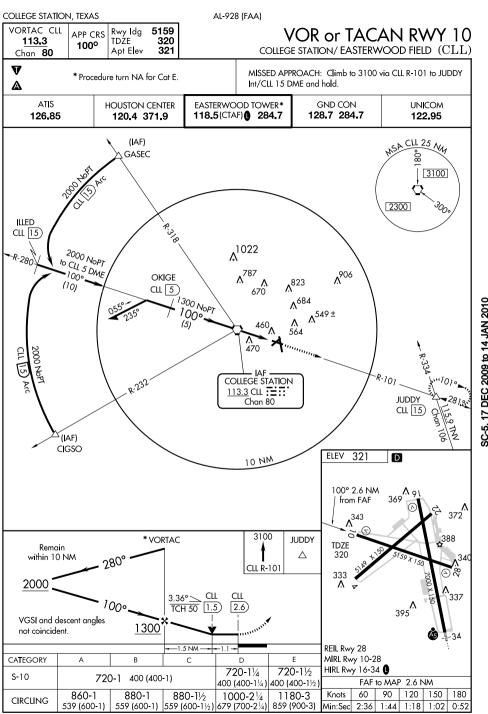


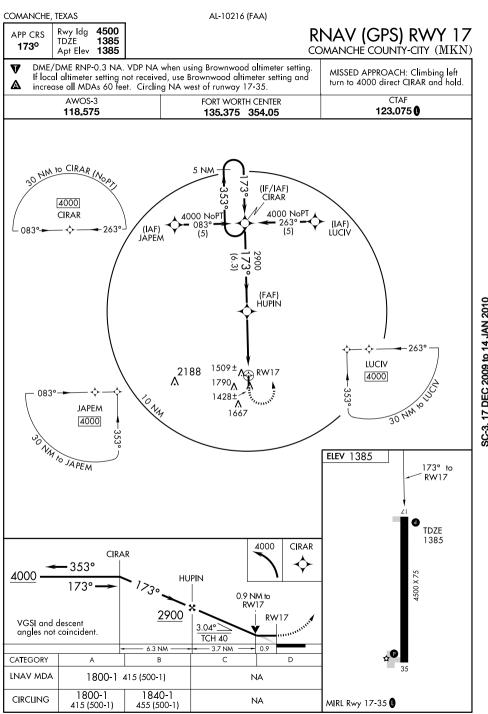


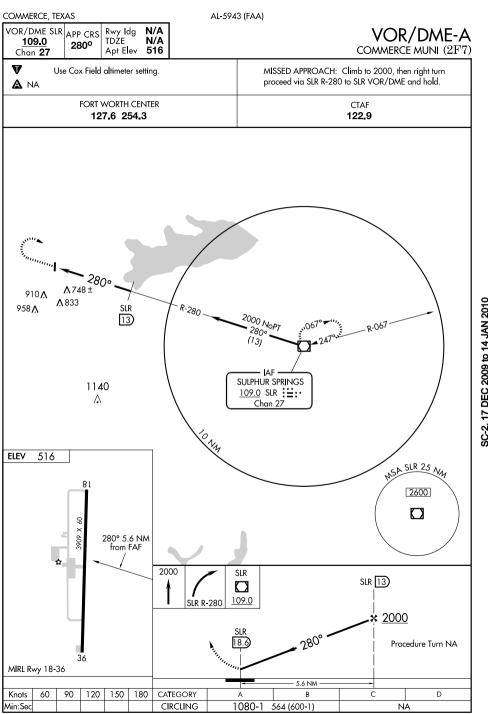


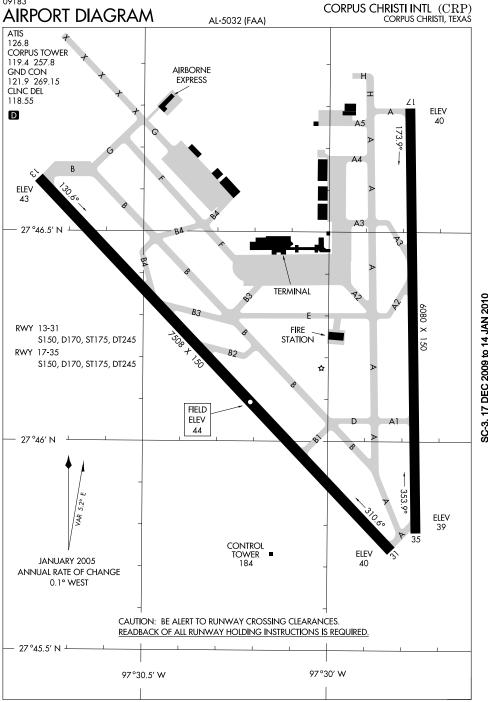


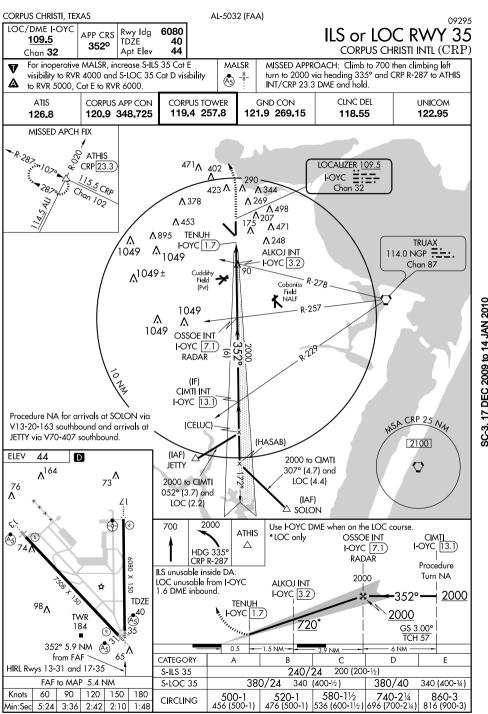


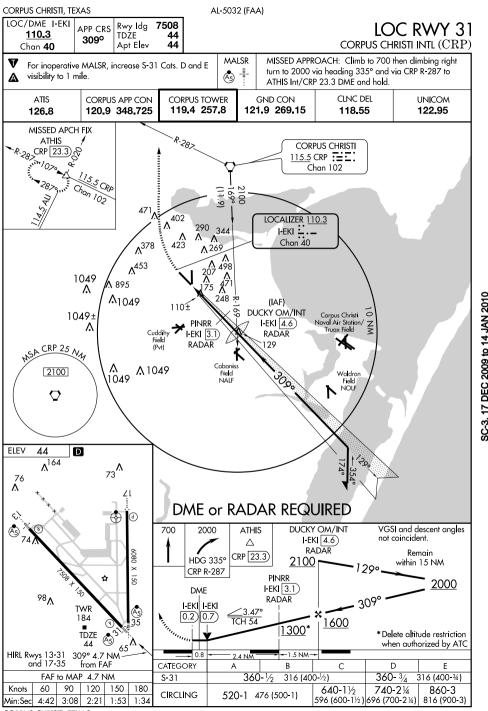


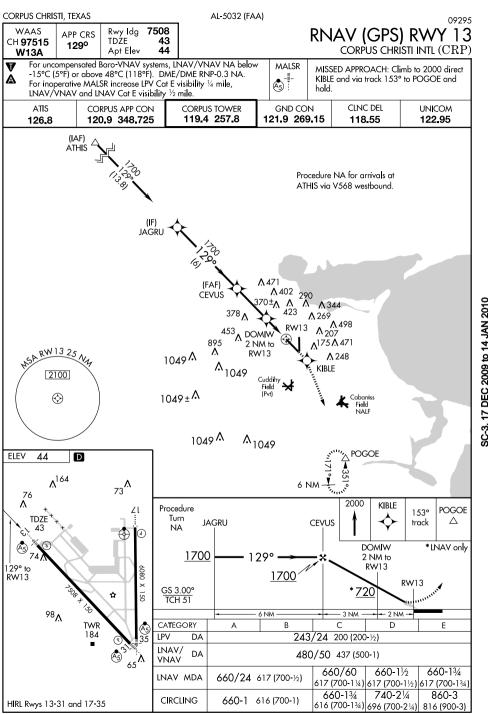


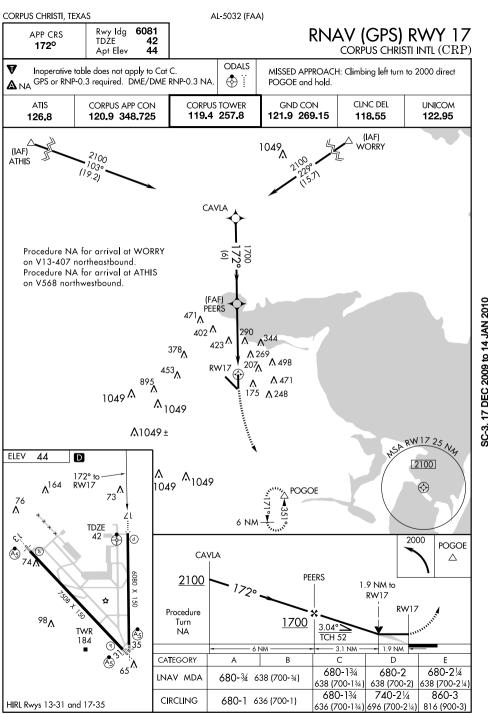


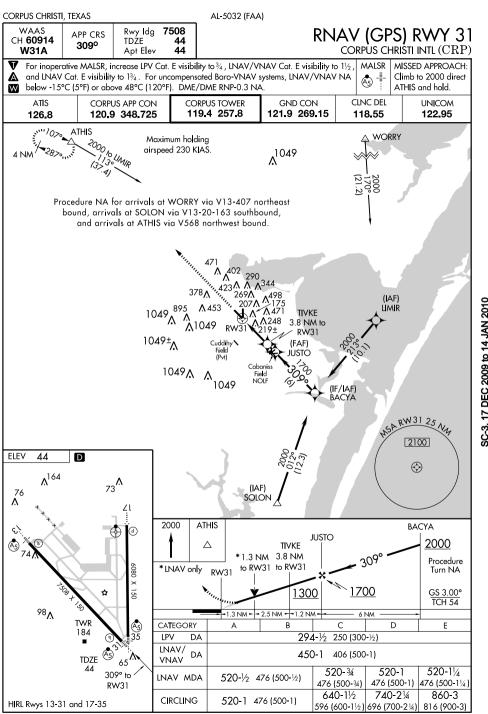


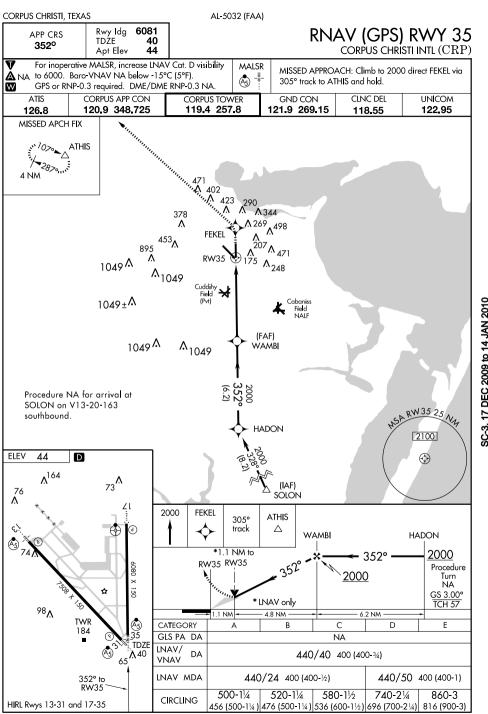


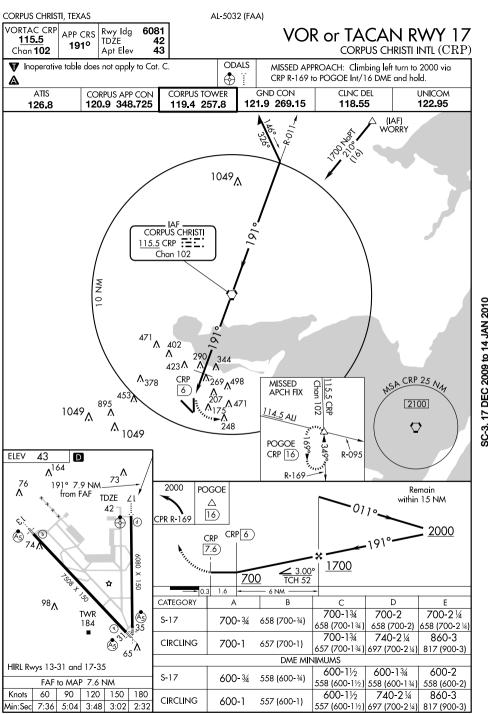


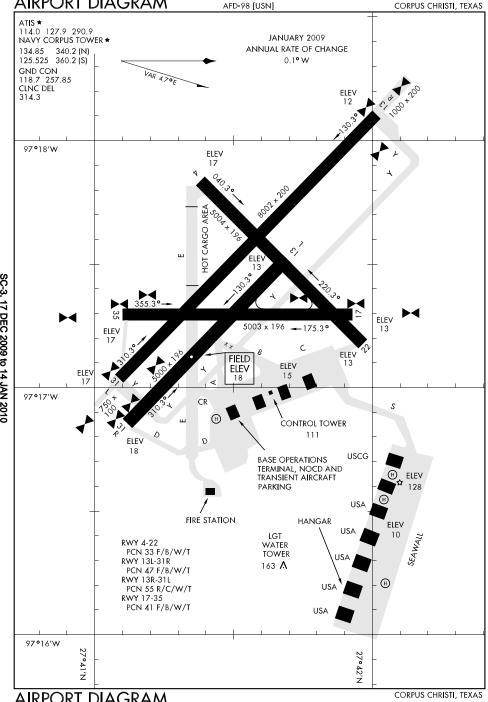


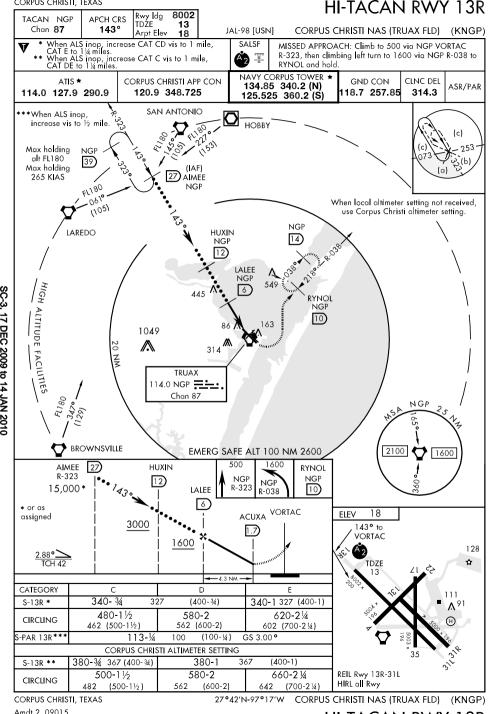


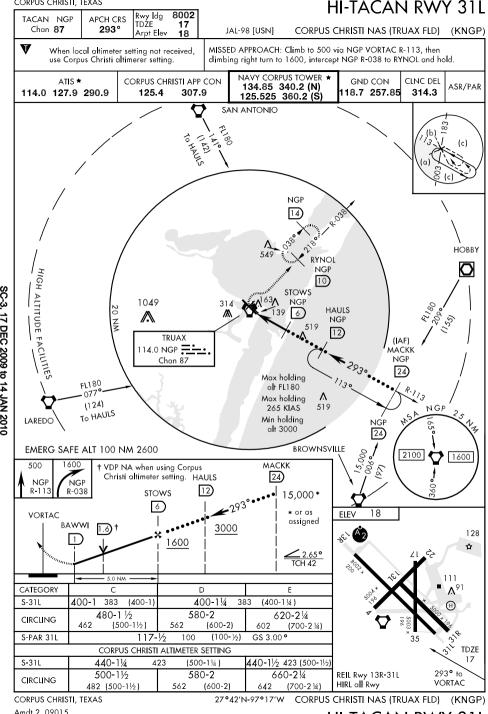


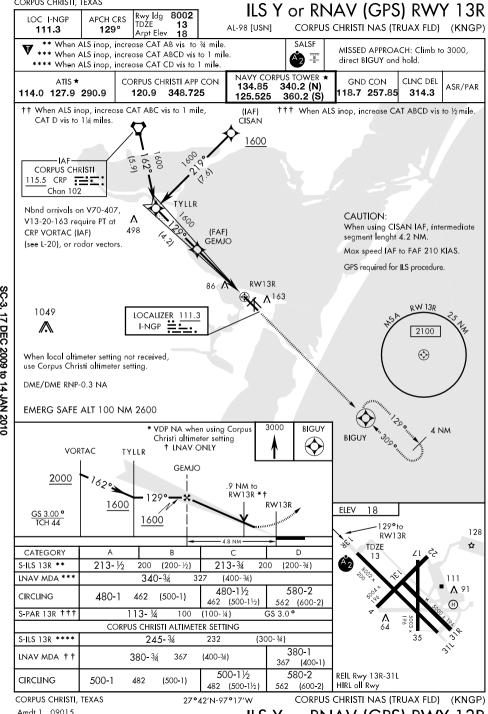


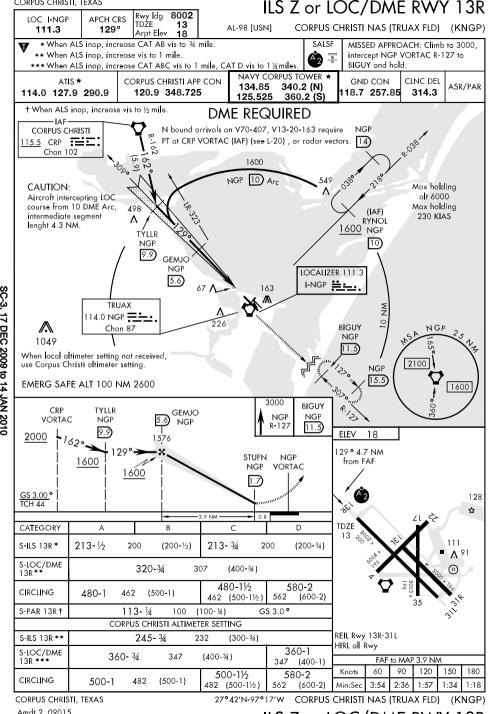


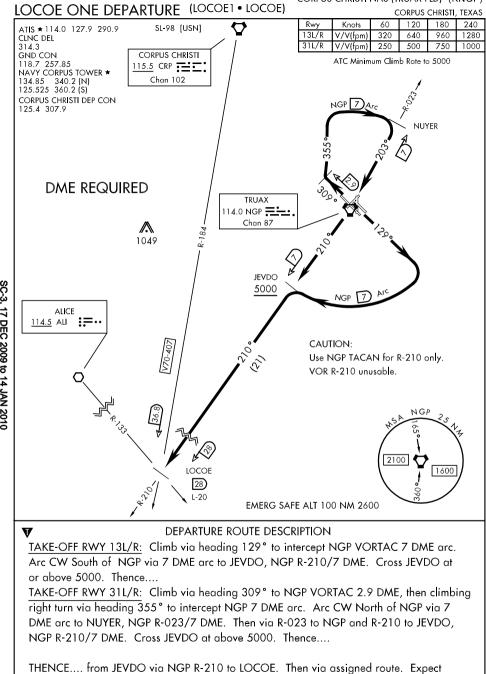




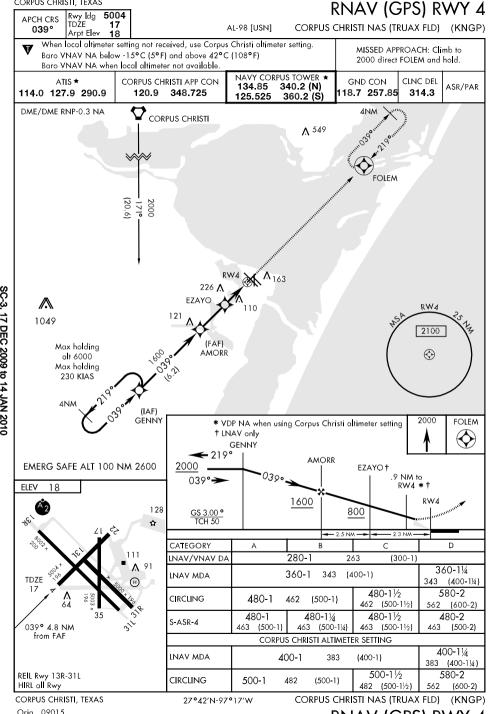


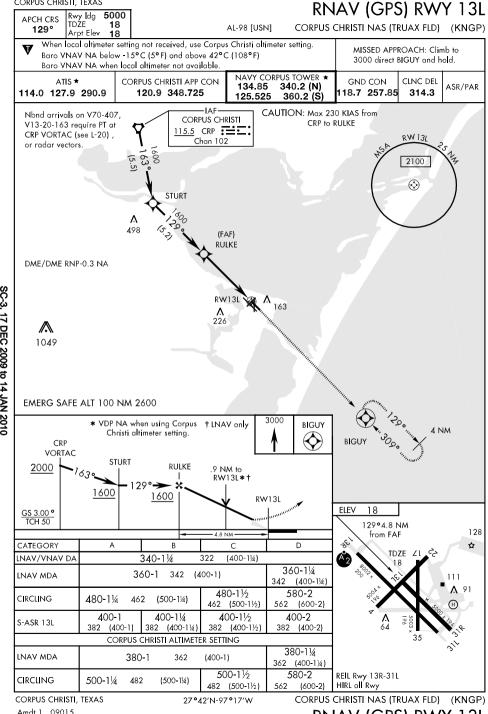


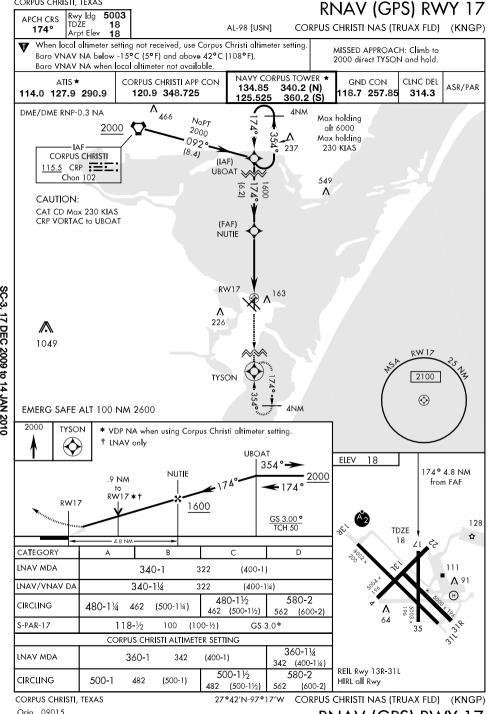


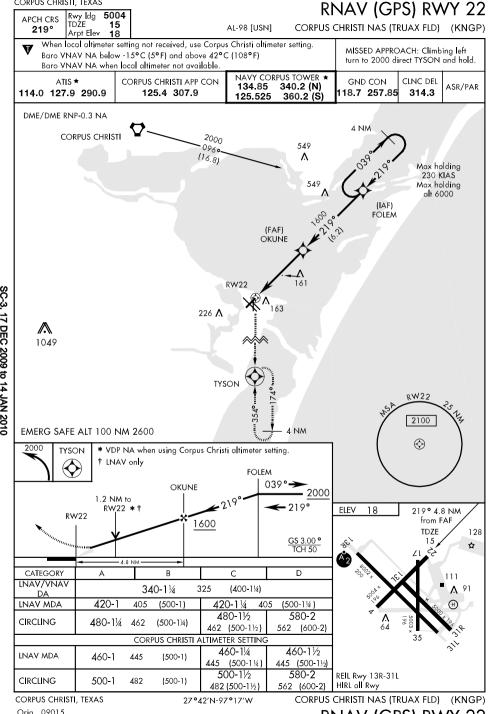


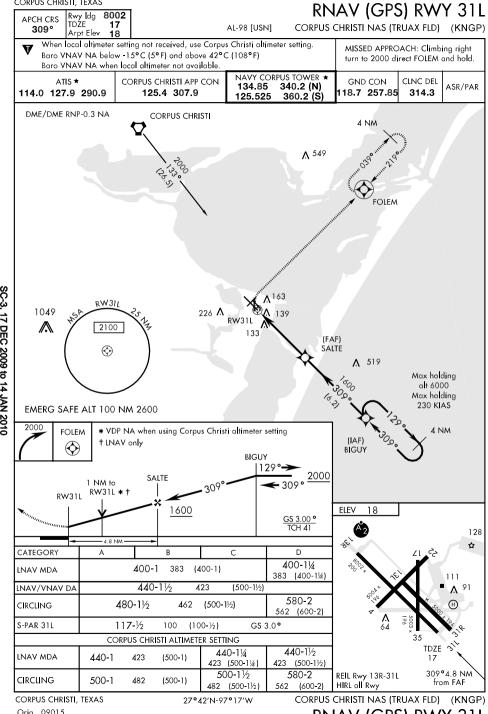
clearance to filed altitude/flight level 10 minutes after departure.

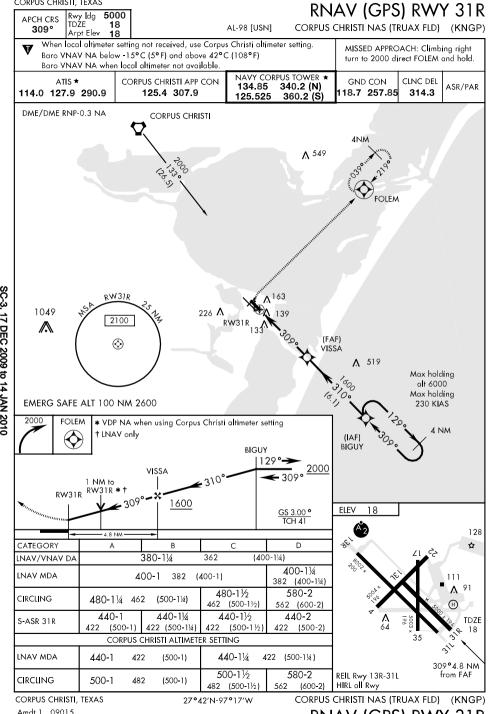


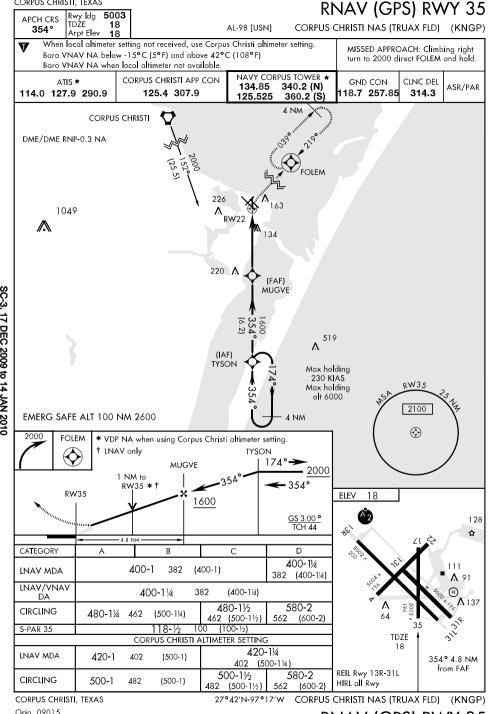


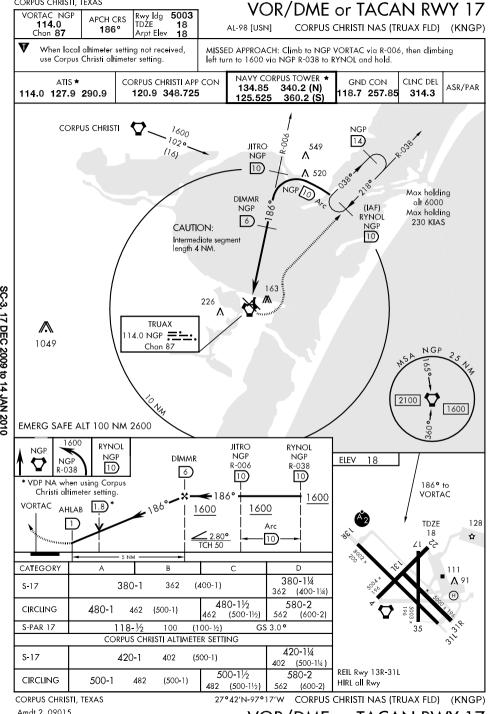


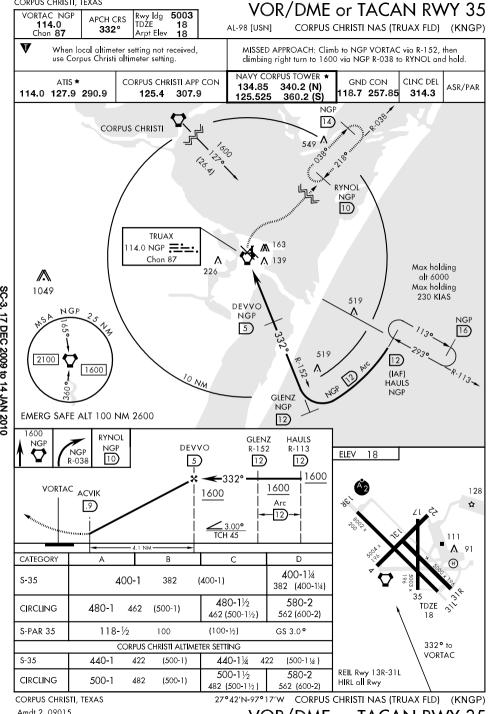


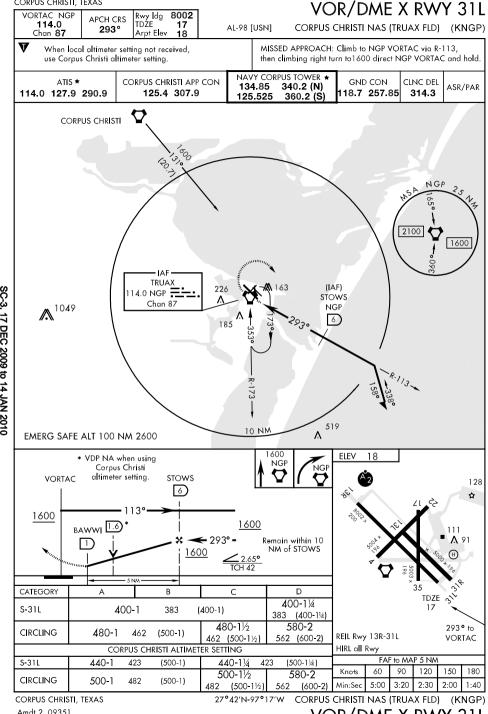


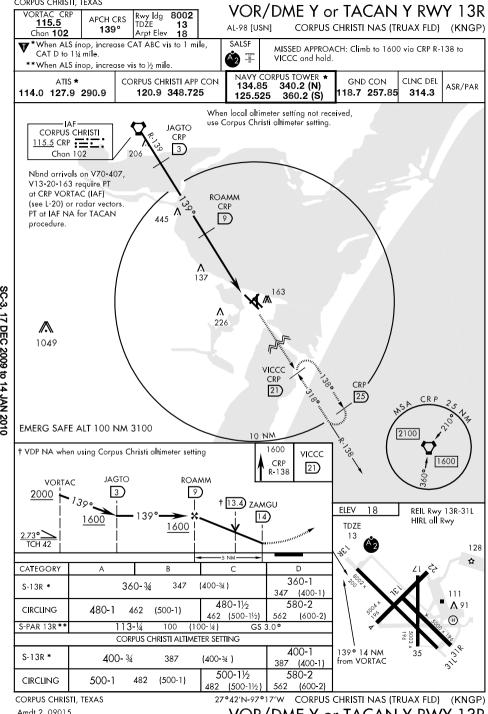


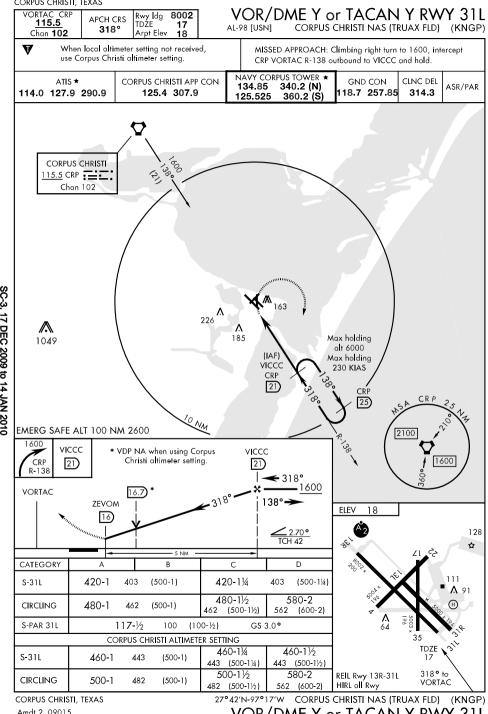


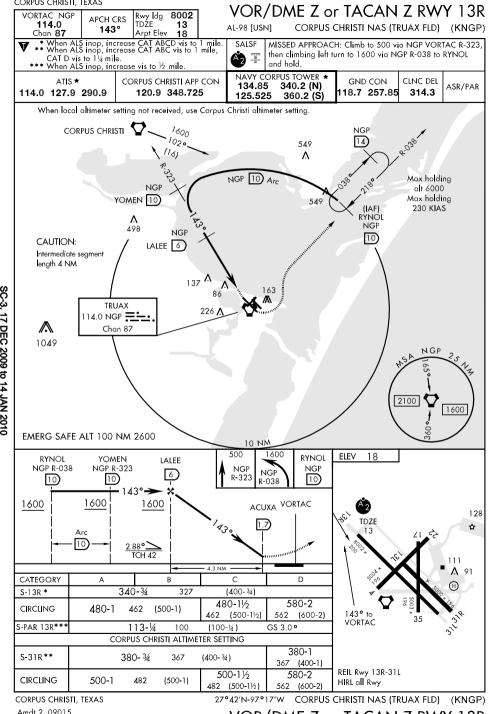


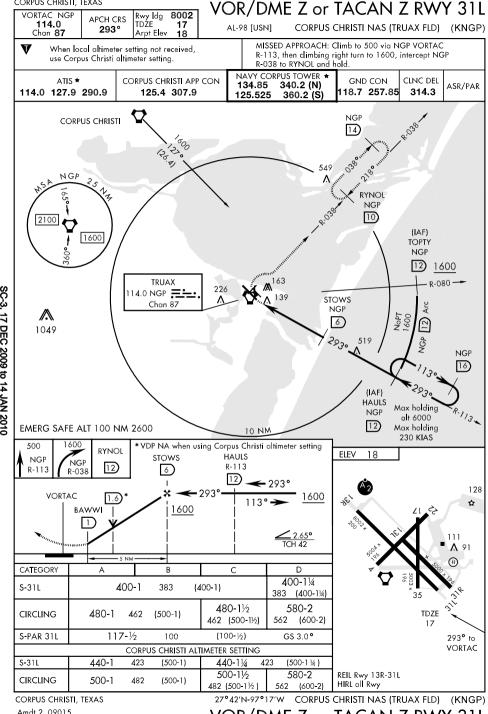


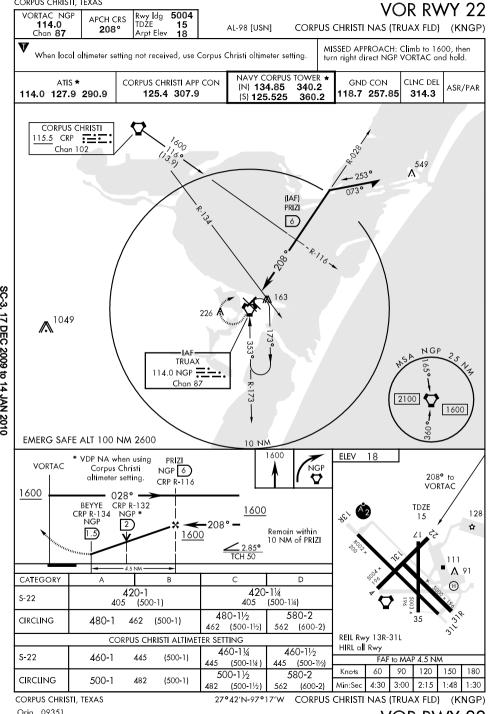












▼ DEPARTURE ROUTE DESCRIPTION

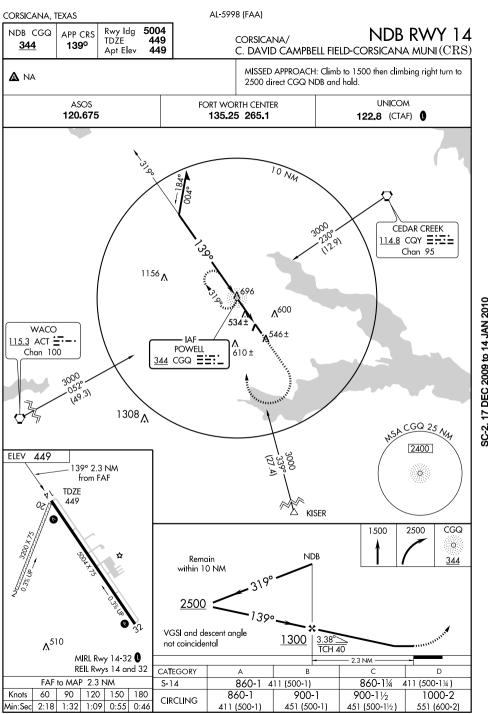
TAKE-OFF RWY 13L/R: Climb via heading 129° to intercept NGP VORTAC 7 DME Arc. Arc CCW north of NGP via 7 DME arc to HELOX, NGP R-359/7. Thence,

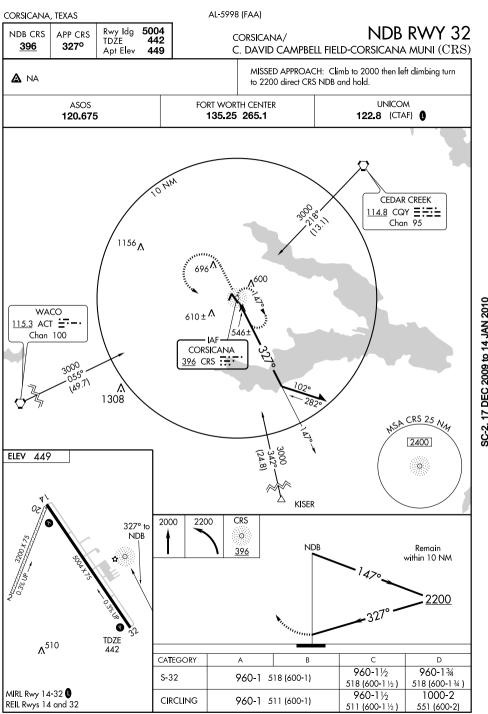
TAKE-OFF RWY 31L/R: Climb via heading 309° to NGP VORTAC 2.9 DME, then

climbing right turn via heading 355° to intercept NGP 7 DME Arc. Arc CW North of NGP via 7 DME arc to HELOX, NGP R-359/7 DME. Thence...

THENCE....from HELOX via NGP VORTAC R-359 to WORRY, NGP R-359/25.5 DME. Cross CEBRO, NGP R-359/10 DME at or below 6000. Then via assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.

SC-3, 17 DEC 2009 to 14 JAN 2010

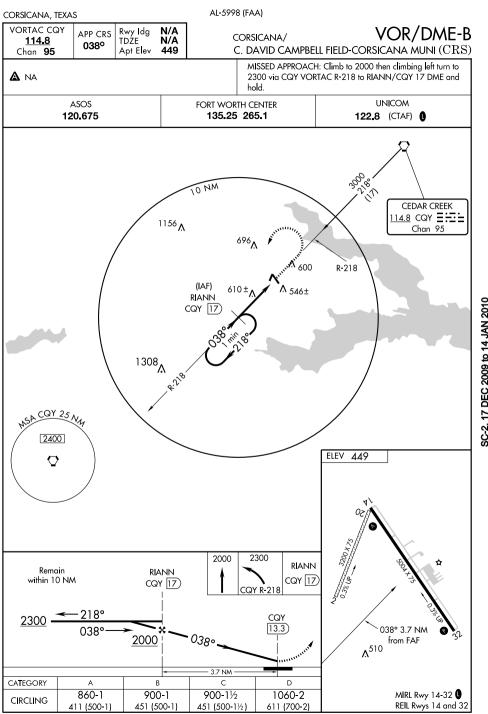


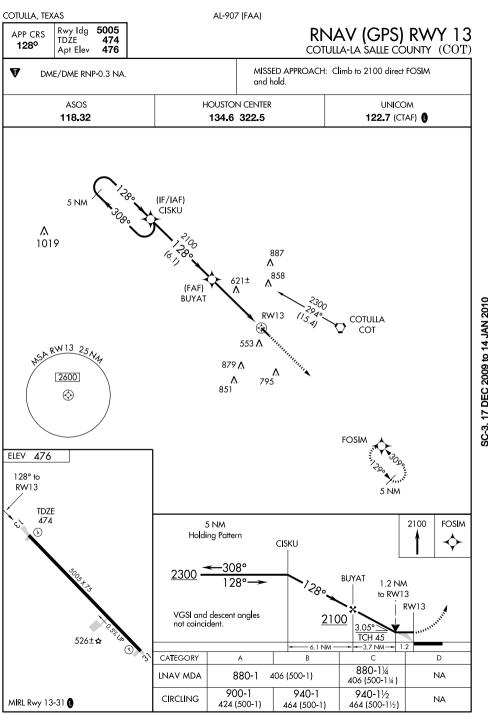


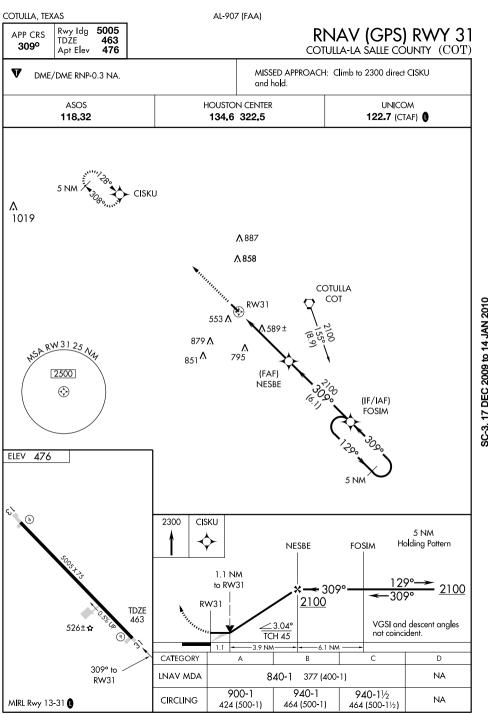
CORSICANA, TEXAS AL-5998 (FAA) RNAV (GPS) RWY 14 Rwy Ida 5004 APP CRS TDŹE 449 139° CORSICANA/ C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)Apt Elev 449 MISSED APPROACH: Climbing right turn to 3000 direct GPS or RNP-0.3 required, DME/DME RNP-0.3 NA. \mathbf{A} na ACUFF and hold. **ASOS** FORT WORTH CENTER UNICOM 120,675 135.25 265.1 122.8 (CTAF) 0 (IAF) **JETE** 3000 MOUAT 2740 (11.2) CEDAR CREEK CQY ڔؠؠ (IAF) TOWDE (FAF) 049° (5) **EYEGA** 1156 A 1.9 NM to RW14 SC-2, 17 DEC 2009 to 14, IAN 2010 **1** 600 **1** 559± RW14 610± ∧ _{546 ±} 60 ∧¹³⁰⁸ NSA RW 14 25 Ny DRILL 2400 **(** ELEV 449 139° to RW14 3000 **ACUFF TDZE** 449 MOUAT **EYEGA** 1.9 NM 3000 to RW14 1390 1 NM Procedure to RW14 Turn NA 2000 RW14 2.85°<u></u> TCH 40 VGSI and descent angle not coincidental. 1000 - 5 NM · 3.1 NM -0.9 1.0 CATEGORY D ∧⁵¹⁰ 820-11/4 LNAV MDA 820-1 371 (400-1) 371 (400-11/4) MIRL Rwy 14-32 0 860-1 900-1 900-11/2 1060-2 CIRCLING REIL Rwys 14 and 32 411 (500-1) 451 (500-1) 451 (500-11/2) 611 (700-2)

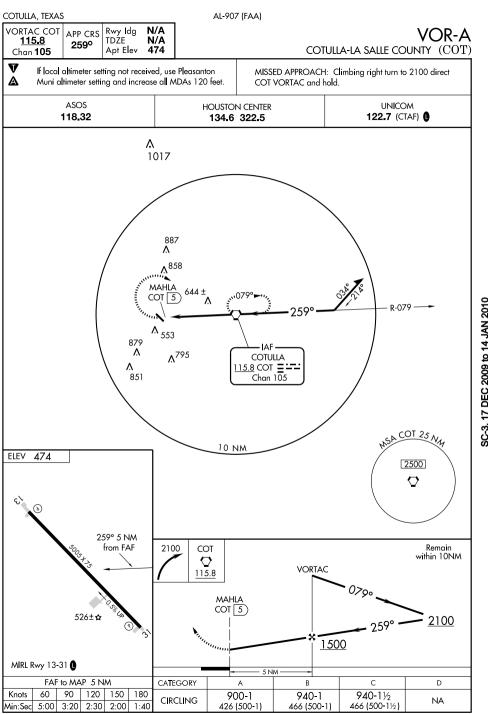
CORSICANA, TEXAS AL-5998 (FAA) Rwy Ida 5004 RNAV (GPS) RWY 32 APP CRS TDŹE 442 319° CORSICANA/C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS) 449 Apt Elev MISSED APPROACH: Climbing right turn to 2500 direct GPS or RNP-0.3 required, DME/DME RNP-0.3 NA. 🛕 NA HOXDE and hold. **ASOS** UNICOM FORT WORTH CENTER 120,675 122.8 (CTAF) 1 135.25 265.1 1156_A ۸⁶⁹⁶ ۸⁶⁰⁰ RW32 4 NM (FAF) TÒYAN (IAF) HOXDE 2500 ¹³⁰⁸∧ SC-2, 17 DEC 2009 to 14 JAN 2010 2500 (IAF) **XEWHY** CANTA (IAF) NARĆS NSA RW 32 25 Ny 2400 **GROESBECK** ELEV 449 GNL **(** 2500 **HOXDE XEWHY** 2500 **TOYAN** 1.0 NM to RW32 TDZE 2200 Procedure **RW32** 442 Turn <u>∠3.26</u>° TCH 40 NA 1.0 4 NM -5 NM -^⁵¹⁰ D CATEGORY Α В 319° to 800-11/4 RW32 LNAV MDA 800-1 358 (400-1) 358 (400-11/4) MIRL Rwy 14-32 **①** 860-1 900-1 900-11/2 1060-2 CIRCLING REIL Rwys 14 and 32 411 (500-1) 451 (500-1) 451 (500-11/2) 611 (700-2)

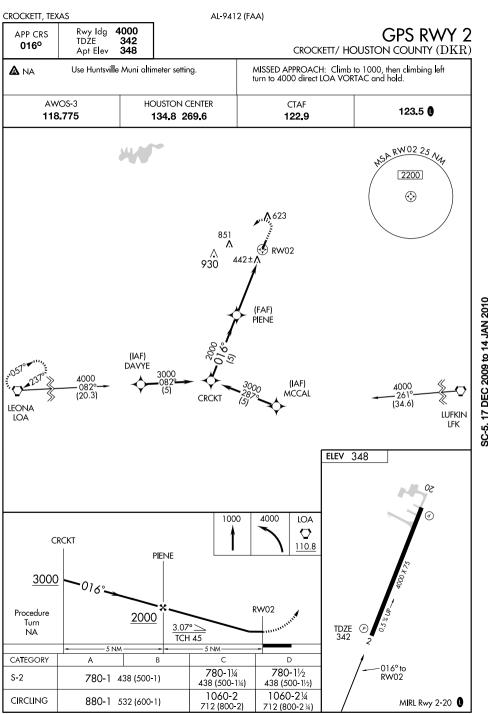
CORSICANA, TEXAS AL-5998 (FAA) Rwy Idg TDZE **VOR/DME-A** VORTAC CQY N/A APP CRS CORSICANA/ N/A 114.8 218º Apt Elev C. DAVID CAMBPELL FIELD-CORSICANA MUNI (CRS)449 Chan **95** MISSED APPROACH: Climb to 1500 then climbing left turn to A NA 2000 via CQY VORTAC R-218 to YEEST/CQY 8 DME and hold. ASOS UNICOM FORT WORTH CENTER 120,675 122.8 (CTAF) 0 135.25 265.1 - IAF -CEDAR CREEK 114.8 CQY =:-: Chan 95 2000 NoPT 218° (8) ¹¹⁵⁶∧ SC-2, 17 DEC 2009 to 14, IAN 2010 ۸⁶⁹⁶ YEEST CQY 8 600 NSA CQY 25 Ny 546± 2400 10 MM ¹³⁰⁸Λ ELEV 449 218° 5.1 NM from FAF 1500 2000 YEEST Remain YEEST CQY 8 within 10 NM CQY R-218 CQY 8 038° 2000 CQY 13.1) 218° 2000 ∧⁵¹⁰ 5.1 NM -CATEGORY В 900-11/2 MIRL Rwy 14-32 0 860-1 900-1 1060-2 CIRCLING REIL Rwys 14 and 32 411 (500-1) 451 (500-1) 451 (500-11/2) 611 (700-2)





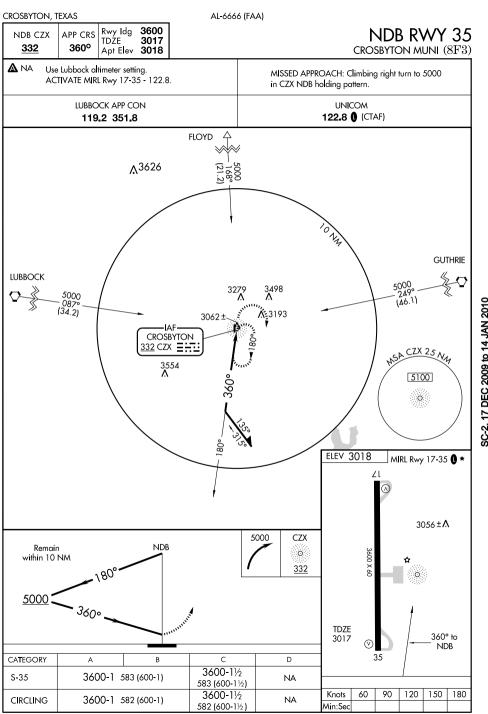


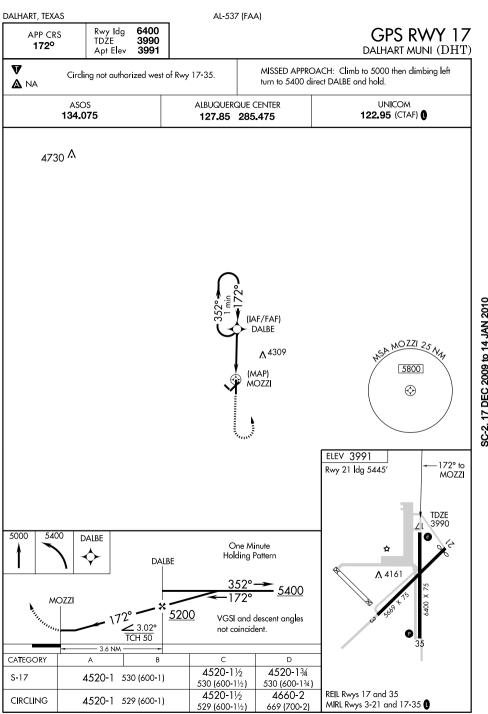


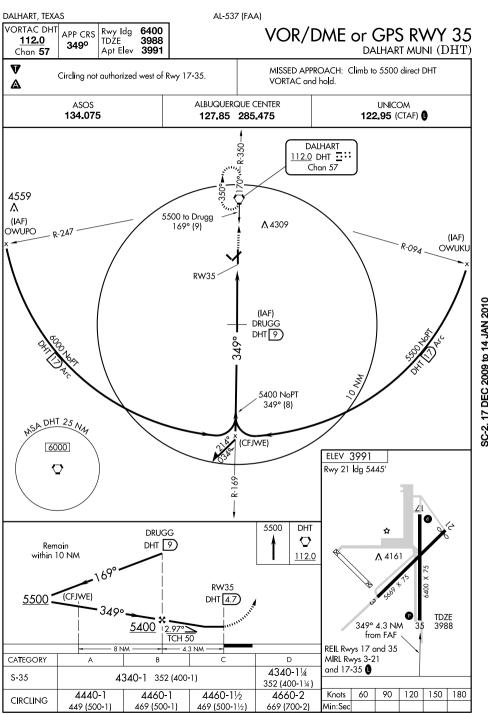


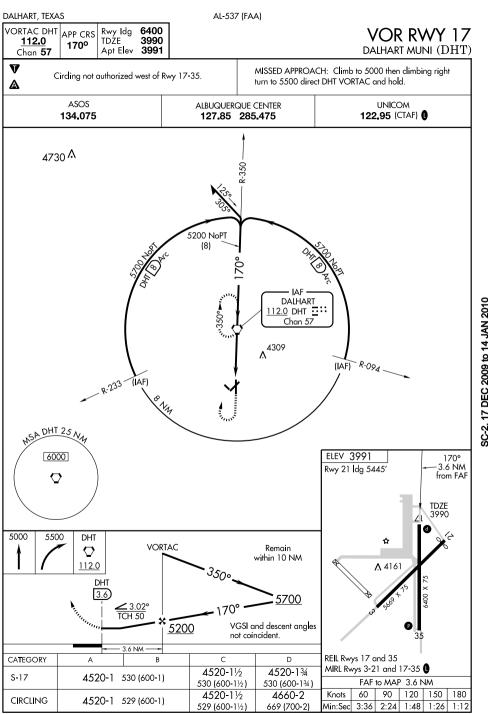
CROCKETT, TEXAS			AL-9412 (FAA)		
APP CRS 197º	Rwy Idg 4000 TDZE 348 Apt Elev 348 CROCKETT/ HOUSTON COUNTY (DKR)				
A NA Use	e Huntsville Muni a	Itimeter setting.	MISSED APPROACH: Climb to 2000, then climbing right turn to 4000 direct LOA VORTAC and hold.		
			JSTON CENTER CTAF 34.8 269.6 122.9		123.5 ()
EONA LOA 22000 400	9	(IAF ARTE	623 A RW20		ELEV 348 197° to RW20 Q TDZE
1 /	110.8	VGSI and descent not coincident. PATRK	197° -	3000	348
RW20 2000 				Procedure Turn NA	\$\frac{\xi_{\sigma_{\sigma}}}{\sigma_{\sigma_{\sigma}}}\xi_{\sigma_{\sigma}}
CATEGORY	A 1000 1	B	C 1020-2	1020-2 ¼	2
5-20		672 (700-1)	672 (700-2) 1060-2	672 (700-21/4)	
CIRCLING	1020-1	672 (700-1)	712 (800-2)	712 (800-21/4)	MIRL Rwy 2-20 (

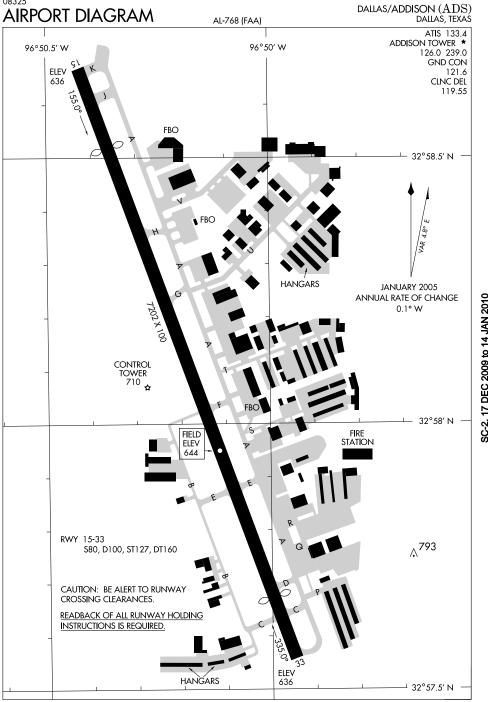
CROSBYTON,	TEXAS	AL-6666 (FAA)				
APP CRS 352º	Rwy Idg 3600 TDZE 3017 Apt Elev 3018					RWY 35 N MUNI (8F3)
_	altimeter setting.		MISSED APPROACH: Climbing right turn 4600 direct RATKY WP and hold.			
LUBBOCK APP CON 119,2 351,8			UNICOM 122.8 (CTAF)			
LUBBOCK LBB	5000 0990 (35.2)	32: (MAP) CILDI ↑ 3554 (IAF/FAF) RATKY	$\begin{array}{cccccccccccccccccccccccccccccccccccc$			
ELEV 3018	3056±Λ	4600 RATKY CILDI	352°	RATKY ×	Or	SILDI 25 Mm 5100 E Minute ling Pattern 4600
⊘352° to	TDZE 3017	CATEGORY S-35	5 NM —	B 3 (500-1)	C 3440-1¼ 423 (500-1¼)	D NA
CILDI	MIRL Rwy 17-35 ()	★ CIRCLING	3560-1 54:	2 (600-1)	3560-1½ 542 (600-1½)	NA

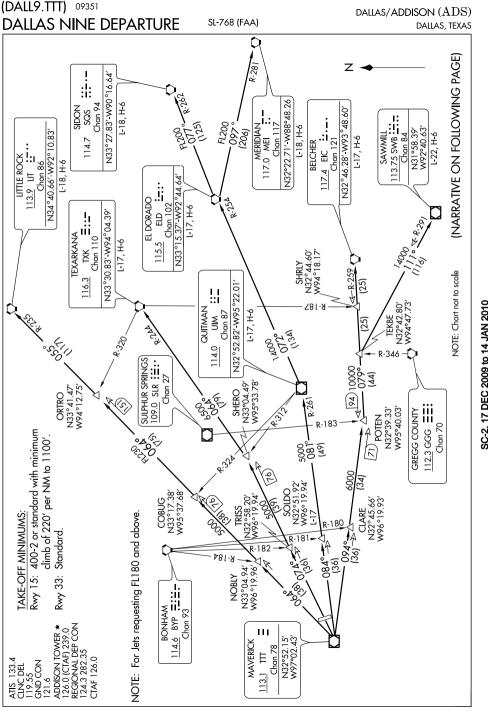












SC-2, 17 DEC 2009 to 14 JAN 2010

V

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via

EIC R-259 to EIC VORTAC. EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to Memphis Terminal

area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via

ELD R-097 and MEI R-281 to MEI VORTAC. QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal

area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261

to UIM VOR/DME. SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to

POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME. SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to

SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254

to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC. SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

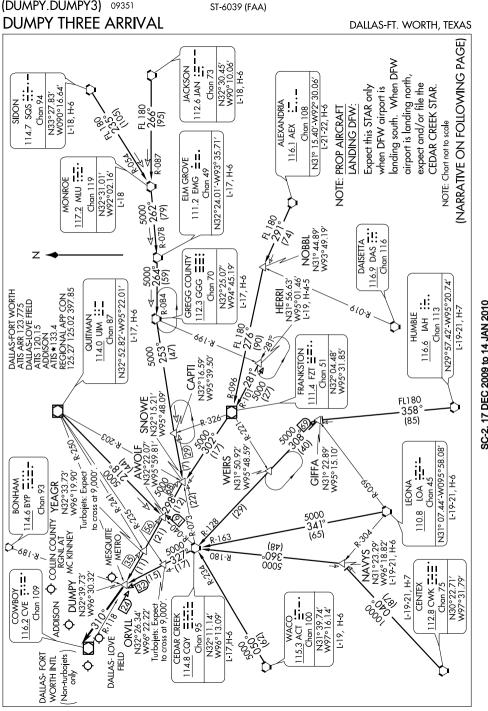
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT. then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

Rwy 15: Building 2.1 NM from DER, on centerline, 360' AGL/974' MSL. Multiple buildings beginning 258' to 1.8 NM from DER, 21' to 1307' on centerline, up to 152' AGL/787' MSL; Multiple buildings, R/R, road beginning

268' to 1.9 NM from DER, 5' to 995' right of centerline, up to 311' AGL/955' MSL. Rwy 33: Multiple poles and buildings beginning 46' to 3124' from DER, 186' to 801' right of centerline, up to

84' AGL/720' MSL. Multiple poles and buildings beginning 640' to 2690' from DER, 21' to 647' left of centerline, up to 65' AGL/709' MSL.



ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC, then via CQY R-327 to

DUMPY INT. Thence ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264

and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT.

then via CVE R-118 to DUMPY INT. Thence

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT

R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT.

then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU

R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT. MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and

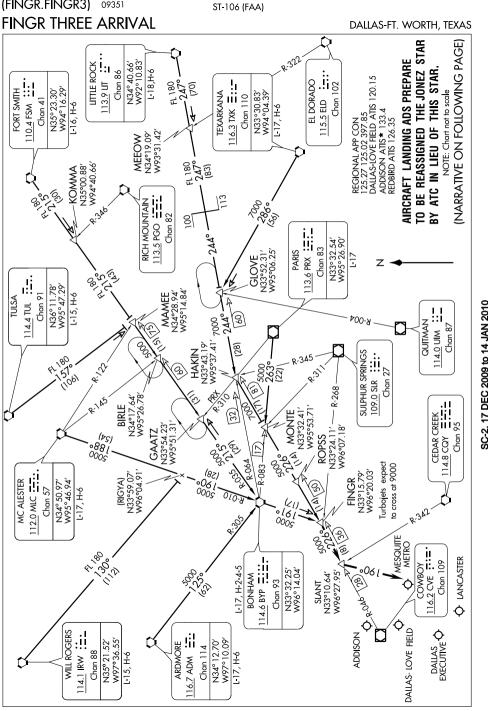
EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT.

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC,

then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence

. . . . From over DUMPY INT. LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course. LANDING NORTH: Expect vectors to final approach course.



07298

ST-106 (FAA) FINGR THREE ARRIVAL (FINGR.FINGR3)

DALLAS-FORT WORTH, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence

FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to

FINGR INT. Thence LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247

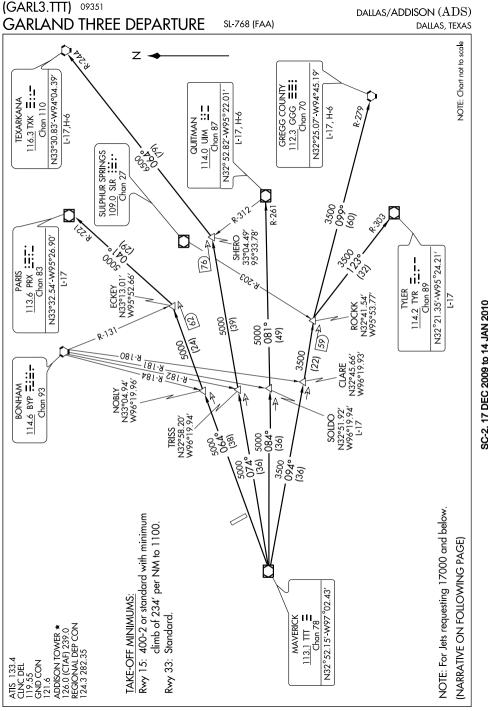
and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to

MONTE INT, then via CVE R-046 to FINGR INT. Thence TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence

TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130

and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence From over FINGR INT via CVE R-046 to SLANT INT. AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final

approach course. AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.



INT, then via TYR R-303 to TYR VOR/DME. TAKE-OFF OBSTACLES:

Multiple buildings beginning 258' to 1.8 NM from DER, 21' to 1307' left of centerline, up to 152' AGL/787' MSL.

Rwy 15: Building 2.1 NM from DER, on centerline, 360' AGL/974' MSL.

Rwy 33: Multiple poles and buildings beginning 46' to 3124' from DER, 186' to 801' right of centerline, up to 84' AGL/720' MSL. Multiple poles and buildings beginning 640' to 2690' from DER, 21' to 647' left of centerline, up to 65' AGL/709' MSL.

Multiple buildings, R/R, road beginning 268' to 1.9 NM from DER, 5' to 995' right of centerline, up to 311' AGL/955' MSL.

(JEN.JEN9) 09351							
GLEN ROSE NINE ARRIVAL ST-6039 (FAA) DALLAS-FT. WORTH, TEXAS							
3000 355° R-171 351° AG R-171 3000 (B)	CURLE N32° 33.76 N32° 33.76 SABI 7° 30.47 7° 30.47 7° 30.47 7° 43.17 118.17	WACO :=					
F THIS STAR. FTHIS STAR. RANGER Chan 104 Chan 104 N932°44 N932°44 N932°44 N932°44 N932°44 N932°44 N932°44 N932°44 N932°44	Chan 97 Chan 9	GOOCH S 112.5 AG N31911.13 ⁽¹⁾					
10 KIAS	hon 84 88-w99 51.81) CADES 88-w99 11.64 N32 11.64 N32 12.33 W98 57.18 N32 12.33 W98 57.18 (15) (15)	8					
DALLAS-FORT WORTH Turbojets landing South: ADDISON ATIS * 133.4 ADDISON ATIS * 133.4 Cross FEVER at 280 KIAS. BALLAS-LOVE ATIS 20.15 Cross DELMO at and maintain 2 Turbojets landing North: Expect to cross FEVER at 250 KIAS. Turbojets landing North: Expect to cross FEVER at and maintain 25 Cross FEVER at and maintain 25 Turbojets landing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets	S S 1.41' (49)' (4	NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing south.					

DALLAS-FT. WORTH, TEXAS ABILENE TRANSITION (ABI.JEN9): From over ABI VORTAC via R-099 to GEENI INT,

SC-2, 17 DEC 2009 to 14 JAN 2010

ST-6039 (FAA)

GLEN ROSE NINE ARRIVAL

(JEIN.JEINY) 09351

ARRIVAL DESCRIPTION

then via JEN R-267 to JEN VORTAC. Thence. . . . CENTEX TRANSITION (CWK.JEN9): From over CWK VORTAC via CWK R-321 and

AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence

JUMBO TRANSITION (JUMBO.JEN9): From over JUMBO INT via JEN R-197 to JEN VORTAC. Thence

SAN ANTONIO TRANSITION (SAT.JEN9): From over SAT VORTAC via SAT R-359

to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence WACO TRANSITION (ACT.JEN9): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC. Thence. . . .

WINK TRANSITION (INK.JEN9): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC Thence

.... ALL AIRCRAFT: From over JEN VORTAC via JEN R-039, thence . . .

ALL AIRCRAFT LANDING NORTH: To CURLE INT, expect vectors to final approach course.

JETS LANDING SOUTH: To DELMO, depart DELMO heading 355°.

For /E, /F, /G and /R (RNP 2.0) EQUIPMENT SUFFIXED AIRCRAFT: From over DELMO WP direct TEVON WP, expect vector to final approach course prior to TEVON WP. If not received by TEVON fly present heading.

NON TURBOJETS LANDING SOUTH: To CURLE INT, depart CURLE heading 010°

for vectors to final approach course. AIRCRAFT LANDING DAL, ADS, TKI: To DELMO INT, depart DELMO via FUZ R-171 to FUZ VORTAC then FUZ R-064 to HURBS INT, expect vectors to final approach course.

(GREGS.GREGS6) 09351	ST-106 (FAA)	
GREGS SIX ARRIVAL	DAL	LAS-FT. WORTH, TEXAS
TULSA TULSA TOPO (Plan 91 NA92-47.29 NA92-47.29	ACKME N33° 50.85' W97° 40.67' MASTY MASTY CREGS N33° 43.14' MIDA Iurbojest Landing South: Expect to cross at 11000 N33° 40.85' Turbojest landing or DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 8000 Turbojest landing at DAU Expect to cross at 8000 Turbojest landing at DAU Expect to cross at 8000 Turbojest landing at DAU Expect to cross at 8000 Turbojest landing at DAU Expect to cross at 8000 Turbojest landing at DAU Expect to cross at 8000 Turbojest landing at DAU Expect to cross at 8000	MCKINNEY ADDISON LLAS-LOVE FIELD MESCUITE METRO LANCASTER
WILL ROGERS 114.1 IRW :=:- Chan 88 N35°21.52~W97°36.55 N34°21.30 CHARE W98°21.30 CHARE N98°21.30 CHARE	5000 5000	MILISAP WY7, 47.20 I-17,H-6 Chan 124 Chan 124
HEATR N34-49-47 W99-550-94	ZOO-A	120.15 120.15 126.35 126.35 ADDISC 133.4 REGION 119.05 113.7 ABILE Chan
BORGER 108.6 BGD = Chan 23 N35-48.42 W101° 22.93 L15.46 PANHANDIE Chan 13 CHIDRESS N35-14.10 W101° 41.94 CHIDRESS L15, H-6 Chan 123 CANID	FI 180 N34° 12.25' N36° 20' N36° 12.25' (89) TEXICO TURKI N34° 18.05' N36° 20' N37° 18.05' N37° 18.05' N37° 18.05' N38° 18.05' N40° 20' N38° 20' N40° 20' N	NOTE: TURBOJET AIRCRAFT LANDING DAL: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR. NOTE: Chart not to scale (NARRATIVE ON FOLLOWING PAGE)

ST-106 (FAA)

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT Thence

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to

GREGS INT. Thence

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence

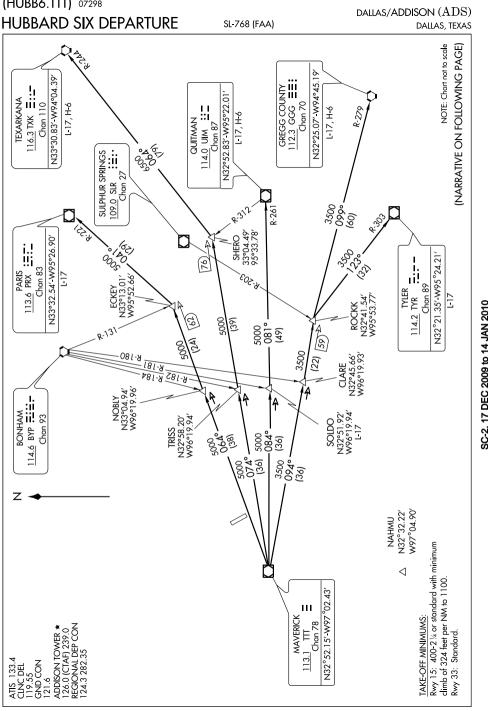
TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to

MOOSE INT. then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT Thence

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.





When entering controlled airspace, fly assigned heading and altitude to appropriate route.

DEPARTURE ROUTE DESCRIPTION

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.

PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT. TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074

to SHERO INT, then via TXK R-244 to TXK VORTAC. TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK

INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:

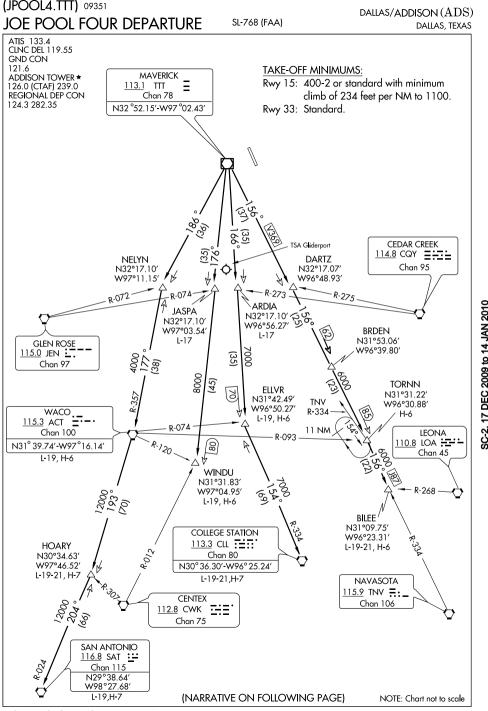
Multiple buildings beginning 1,085' from departure end of runway, 21' left of centerline, up to 321' AGL/945' MSL. Building with antenna, 1.9 NM from departure end of runway, 968' right of centerline, 345' AGL/975' MSL. Pole 666' from departure end of runway, 640' left of centerline, 60' AGL/681' MSL.

Multiple trees beginning 721' from departure end of runway, 115' left of centerline, up to 40' AGL/675' MSL. Road, railroad beginning 268' from departure end of runway, 5' right of centerline, up to 23' AGL/655' MSL. Rwy 33:

Multiple poles and trees beginning 640' from departure end of runway, 21' left of centerline, up to 60' AGL/709' MSL. Multiple buildings beginning 1,225' from departure end of runway, 147' left of centerline, up to 37' AGL/697' MSL.

Multiple building beginning 45' from departure end of runway, 458' right of centerline, up to 57' AGL/696' MSL. Multiple poles beginning 922' from departure end of runway, 186' right of centerline, up to 60' AGL/720' MSL.

DALLAS, TEXAS AL-768 (FAA) LOC/DMF I-ADS Rwy Idg 6223 IIS or IOC RWY 15 APP CRS 110.1 643 TDŹE 155° DALLAS/ADDISON (ADS) 644 Chan 38 Apt Elev When control tower closed, obtain local altimeter setting on MISSED APPROACH: Climb to 1500 then V UNICOM; when not received, use Dallas-Love Field altimeter climbing left turn to 3000 via heading 105° MALSR setting and increase all DAs 39 feet and MDAs 40 feet. and TTT VOR/DME R-074 to TRISS Int/TTT A 36.3 DME and hold. Inoperative table does not apply to S-ILS 15 all Cats, S-LOC 15 Cats A, B & C. For inoperative MALSR, increase S-LOC 15 Cat D visibility to 11/4. Visibility reduction by helicopters NA. REGIONAL APP CON ADDISON TOWER★ GND CON CLNC DEL UNICOM ATIS 133.4 124.3 282.275 126.0 (CTAF) 1 239.0 121.6 119.55 122.95 RADAR REQUIRED NSATTT 25 MA (IF) BONOO INT 1548 2700 I-ADS 12 MISSED APCH FIX 080° --TRISS THE SE 3600 113.1 TIT Chan 78 JERIT INT тт 36.3 I-ADS 5.2) R-074 SC-2 17 DEC 2009 to 14 JAN 2010 1049 785 1049 ^ 855 **∧**1020 678 841 LOCALIZER **A** 797 I-ADS ≒. Chan 38 1045 R-074 975 R-074 COWBOY Rwy 15 ldg 6223' **ELEV 644** 116.2 CVE ::= _ 682∧ Rwy 33 ldg 6431' MAVERICK Chan 109 113.1 TTT **Ξ** 155° 4.1 NM TDZE from FAF Chan 78 643 VGSI and ILS glidepath not coincident 1500 3000 TRISS **BONOO INT** JERIT INT TTT 36.3 I-ADS [12) I-ADS 5.2 HDG 105° Δ TWR A TTT R-074 2000 710 2000 155° I-ADS ^⁷⁹³ 2000 GS 3.00° TCH 52 6.8 NM 4.1 NM 33 REIL Rwy 33 CATEGORY D ۸₆₈₄ MIRL Rwy 15-33 0 S-ILS 15 893-1 250 (300-1) FAF to MAP 4.1 NM S-LOC 15 397 (400-1) 1040-1 90 120 1240-11/2 1280-2 Knots 60 150 180 CIRCLING 1200-1 556 (600-1) 596 (600-11/2) 636 (700-2) Min:Sec 4:06 2:44 2:03 1:38 1:22





DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude. expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156

to BRDEN INT. COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston

Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC. ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC,

then via ACT R-193 to HOARY INT. JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME

via TTT R-176 to JASPA INT. SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and

San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-1.56 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

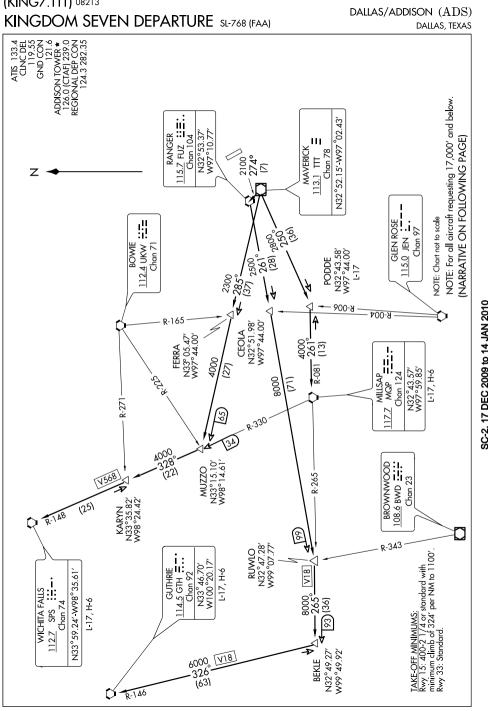
WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or

MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

TAKE-OFF OBSTACLES:

Rwy 15: Bldg 2.1 NM from DER, on centerline, 360' AGL/974' MSL. Multiple bldgs beginning 258' to 1.8 NM from DER, 21' to 1307' on or left of centerline, up to 152' AGL/787' MSL. Multiple bldgs, R/R, road beginning 268' to 1.9 NM from DER, 5' to 995' right of centerline, up to 31' AGL/955' MSL

Rwy 33: Multiple poles and bldgs beginning 46' to 3124' from DER, 186' right of centerline, up to 84' AGL/720' MSL. Multiple poles and bldgs beginning 640' to 2690' from DER, 21' to 647' left of centerline, up to 65' AGL/709' MSL. (JONEZ.JONEZ4) 0/298 JONEZ FOUR ARRIVAL DALLAS-FT. WORTH, TEXAS ST-6039 (FAA) REGIONAL APP CON 125.02 133.52 263.025 ATIS ARR 123.775 MC ALESTER 112.0 MLC JONEZ _ Chan *57* N34°30.95′ W95°27.56′ H-6 ARDMORE 116.7 ADM =:-R-102. Chan 114 **SASIE PRIZZ** N33° 27.01′ -W96° 35.80′ N33°54.89' W96°06.34′ LANDING SOUTH: 250K IAS RABOO N33°38.95′ W96°23.23′ Expect to cross at 9000'. LANDING NORTH: 280K IAS Expect to cross at 12,000'. SC-2, 17 DEC 2009 to 14 JAN 2010 JETS LANDING ADS: Expect to cross at 6.000'. BONHAM 114.6 BYP =::-Chan 93 SULPHUR SPRINGS 109.0 SLR ::::: 260 TADD R-274 N33°23.55' BOWIE W96°39.42′ 112.4 UKW ∷-**ORICK** Chan 71 N33° 18.28′ -W96° 44.93′ LANDING NORTH: 250K IAS CARBS N33°09.23′ -W96° 54.36′ LANDING NORTH: 210K IAS ADDISON RANGER 115.7 FUZ **ΞΞ**... DALLAS-FORT Chan 104 WORTH INTL ASSIGNED BY ATC ONLY NOTE: Chart not to scale. LANDING DFW: From over JONEZ INT via FUZ R-035 to CARBS INT. Expect vectors to final approach course. LANDING ADS: From over JONEZ INT via FUZ R-035 to TADDI INT, depart TADDI INT heading 260° for vectors to final approach course.





DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over

TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC. MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES: Note: Rwy 15, Multiple buildings beginning 1085' from DER, 21' left of centerline, up to

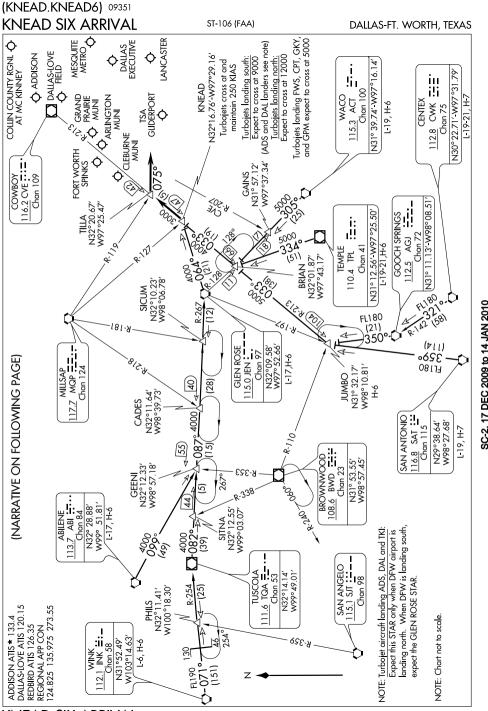
321' AGL/956' MSL. Building with antenna, 1.9 NM from DER, 968' right of centerline, 345' AGL/975' MSL. Pole 666' from DER, 640' left of centerline, 60' AGL/681' MSL.

Multiple trees beginning 721' from DER, 115' left of centerline, up to 40' AGL/675' MSL. Road, RR beginning 268' from DER, 5' right of centerline, up to 23' AGL/655' MSL.

Note: Rwy 33, Multiple poles and trees beginning 640' from DER, 21' left of centerline, up to 60' AGI /709' MSI. Multiple buildings beginning 1226' from DER, 21' left of centerline, up to 60' AGI /709' MSI. Multiple buildings beginning 1226' from DER, 147' left of centerline, up to 60' AGI /709' MSI.

up to 60' AGL/709' MSL. Multiple buildings beginning 1225' from DER, 147' left of centerline, up to 37' AGL/697' MSL. Multiple buildings beginning 45' from DER, 458' right of centerline,

up to 57' AGL/696' MSL. Multiple poles beginning 922' from DER, 186' right of centerline, up to 60' AGL/720' MSL



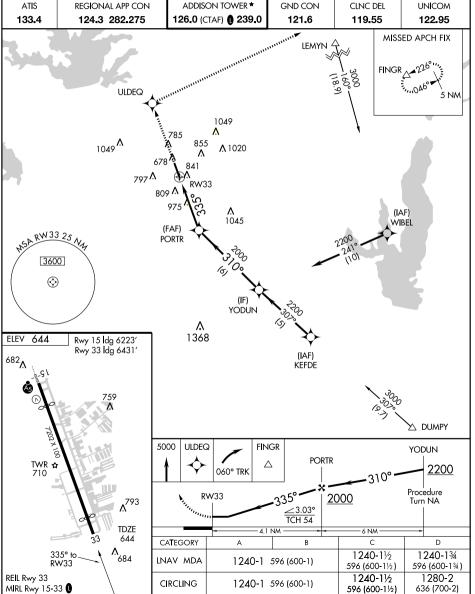
WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence

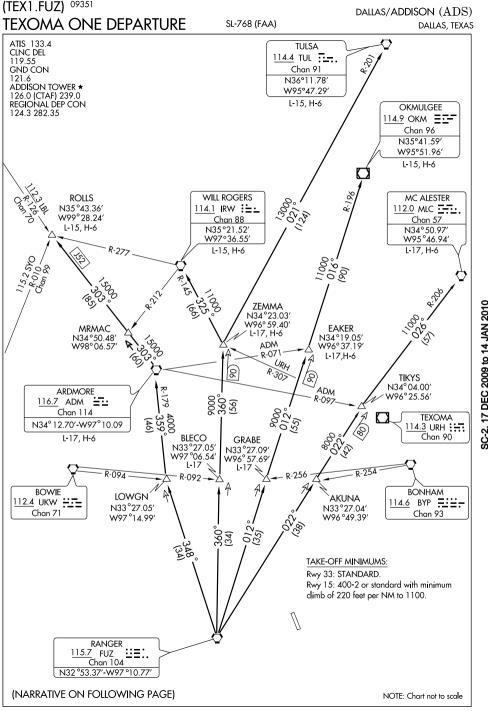
WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305

to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

DALLAS, TEXAS AL-768 (FAA) Rwy Ida 6431 RNAV (GPS) RWY 33 APP CRS TDŹE 644 335° DALLAS/ADDISON (ADS) Apt Elev 644 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When V MISSED APPROACH: Climb to 5000 control tower closed, obtain local altimeter setting on unicom; when not direct ULDEQ and via 060° track A received use Dallas-Love Field altimeter setting and increase all MDAs 40 feet to FINGR and hold. and LNAV visibility Cats C and D ¼ mile and circling Cat C visibility ¼ mile. ADDISON TOWER * ATIS REGIONAL APP CON GND CON CLNC DEL UNICOM 133.4 124.3 282.275 126.0 (CTAF) 0 239.0 121.6 119.55 122.95 MISSED APCH FIX LEMYN





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DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC. BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC

via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area) From over FUZ VORTAC via FUZ R-012 to FAKER INT

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT.

then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

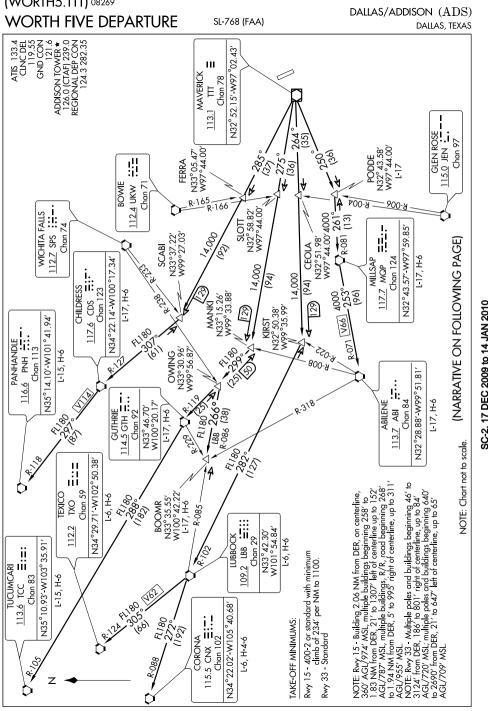
TAKE-OFF OBSTACLES:

OKM VOR/DME.

VORTAC

Rwy 15: Building 2.1 NM from DER, on centerline, 360' AGL/974' MSL. Multiple buildings beginning 258' to 1.8 NM from DER, 21' to 1307' on or left of centerline, up to 152' AGL /787' MSL. Multiple buildings, R/R, road beginning 268' to 1.9 NM from DER, 5' to 995' right of centerline, up to 311' AGL/955' MSL.

Rwy 33: Multiple poles and buildings beginning 46' to 3124' from DER, 186' to 801' right of centerline, up to 84' AGL/720' MSL. Multiple poles and buildings beginning 640' to 2690' from DER, 21' to 647' left of centerline, up to 65' AGL/709' MSL.



(WORIH5.111) 06215 DALLAS/ADDISON (ADS) **WORTH FIVE DEPARTURE** SL-768 (FAA) DALLAS, TEXAS V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading and altitude to appropriate route

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT. CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to

SCABLINT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

KIRST INT, then via LBB R-102 to LBB VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABLINT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118

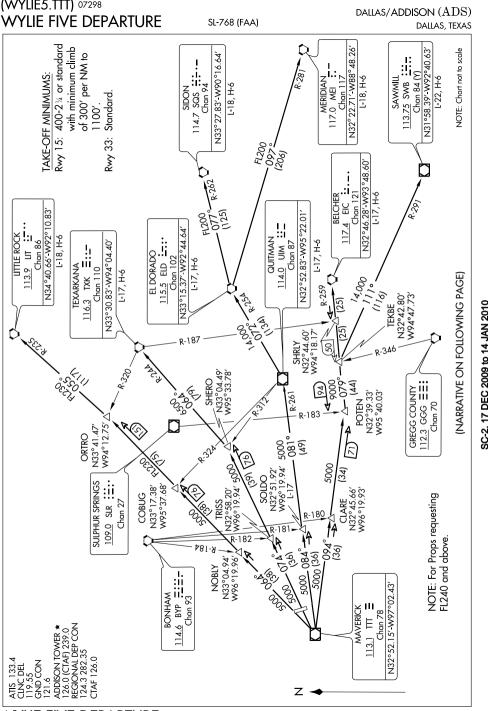
to PNH VORTAC. PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via

TTT R-250 to PODDE INT. TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to

KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124

to TXO VORTAC. TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to

TCC VORTAC.



DALLAS, TEXAS



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via

UIM R-072 and FLD R-254 to FLD VORTAC

LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via

ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME. SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to

SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

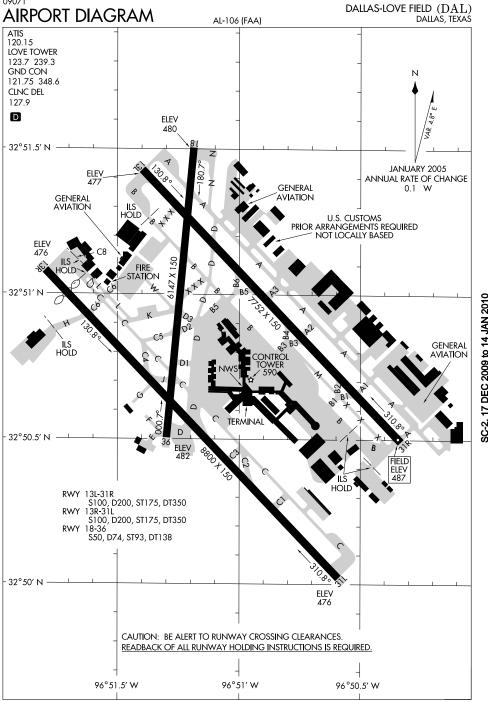
SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.

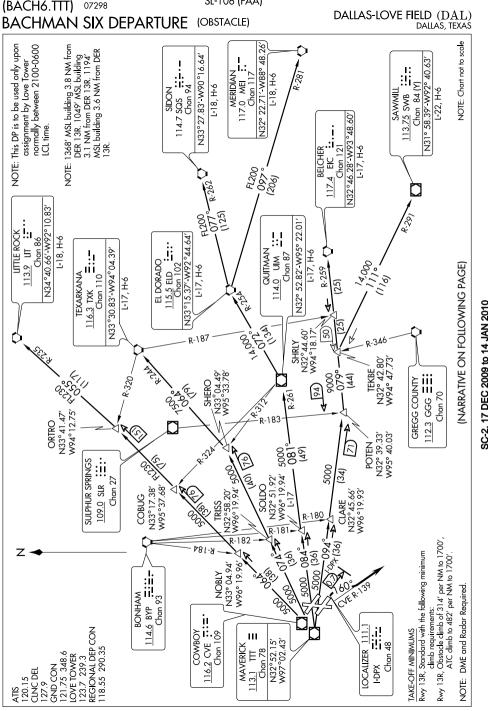
TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

Rwy 15, Multiple buildings beginning 1085' from departure end of runway, 21' left of centerline, up to 321' AGL/945' MSL. Building with antenna 1.9 NM from departure end of runway, 968' right of centerline, 345' AGL/975' MSL. Pole 666' from departure end of runway, 640' left of centerline, 60' AGL/681' MSL. Multiple trees beginning 721' from departure end of runway, 115' left of centerline, up to 40' AGL/675' MSL. Road, railroad beginning 268' from departure end of runway, 495' right of centerline, up to 21' AGL/655' MSL. Rwy 33, Multiple poles and trees beginning 640' from departure end of runway, 21' left of

centerline, up to 60' AGL/709' MSL. Multiple buildings beginning 1225' from departure end of runway, 147' left of centerline, up to 37' AGL/607' MSL. Multiple buildings beginning 45' from departure end of runway, 458' right of centerline, up to 57' AGL/696' MSL. Multiple poles beginning 922' from departure end of runway, 186' right of centerline, up to 60' AGL/720' MSL.





BACHMAN SIX DEPARTURE

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DEPARTURE ROUTE DESCRIPTION

take-off but not later than 0.7 DME outbound on the I-DPX localizer southeast course, then intercept and climb via CVE R-139 and expect vectors to appropriate route. Maintain 5000' and expect filed altitude 10 minutes after departure.

BELCHER TRANSITION (BACH6.EIC): (For aircraft inbound to Jackson, Monroe and

TAKE-OFF RUNWAY 13R: Turn right heading 160° as soon as possible after

Shreveport terminal areas.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC. EL DORADO TRANSITION (BACH6.ELD): (For aircraft inbound to Memphis terminal

area. Aircraft should file and/or expect the appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME,

then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (BACH6.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT. then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (BACH6.MEI): (For aircraft inbound to the Atlanta terminal area.) From over TIT VOR/DME via TIT R-084 to SOLDO INT, then via UIM R-261

to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (BACH6.UIM): (For aircraft inbound to the Shreveport Terminal

area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (BACH6.SWB): From over TTT VOR/DME via TTT R-094 to

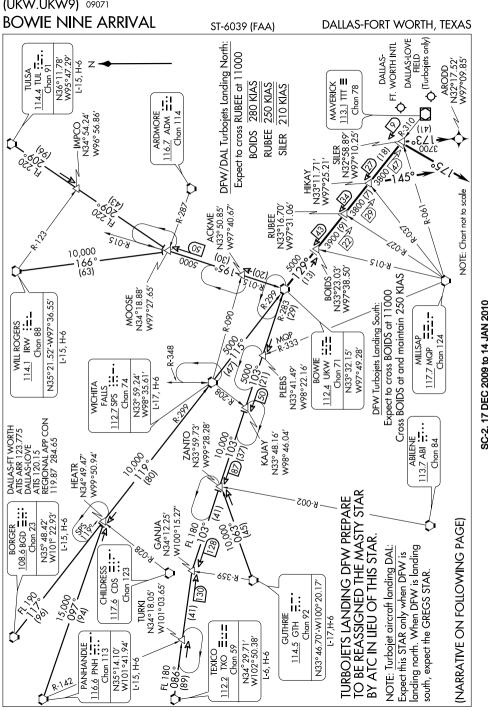
POTEN, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME. SIDON TRANSITION (BACH6.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and

ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC. SOLDO TRANSITION (BACH6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT. TEXARKANA TRANSITION (BACH6.TXK): From over TTT VOR/DME via TTT R-074

to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES

Rwy 13R: Pole 654' from DER, 614' right of centerline, 23' AGL/500' MSL. Trees 1122' from DER, 719' right of centerline, 37' AGL/514' MSL. Multiple signs and trees beginning 779' from DER, 669' left of centerline, up to 60' AGL/537' MSL.



(UKW.UKW9) 06327 BOWIF NINF ARRIVAL

ST-6039 (FAA)

DALLAS-FORT WORTH, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.UKW9): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . . GUTHRIF TRANSITION (GTH UKW9): From over GTH VORTAC via GTH R-063:

GUTHRIE TRANSITION (GTH.UKW9): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC. Thence. . . . PANHANDLE TRANSITION (PNH.UKW9): From over PNH VORTAC via PNH R-097

to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC.

TEXICO TRANSITION (TXO.UKW9): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC. Thence. . . . TULSA TRANSITION (TUL.UKW9): From over TUL VORTAC via TUL R-209 to

MOOSE INT, then via UKW R-015 to UKW VORTAC. Thence. . . .
WICHITA FALLS TRANSITION (SPS.UKW9): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .

WILL ROGERS TRANSITION (IRW.UKW9): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC. Thence. . . .

..... <u>ALL AIRCRAFT:</u> From over UKW VORTAC via UKW R-129 and TTT R-310.

Thence. . . .

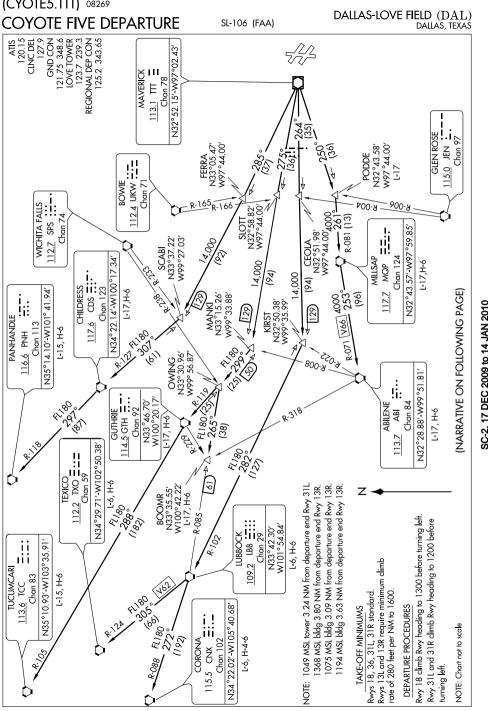
.... ALL AIRCRAFT LANDING SOUTH: To HIKAY INT, expect vectors to final approach course.

.... <u>RNAV CAPABLE JETS LANDING NORTH:</u> From over SILER INT direct ARODD WP, expect vectors to final approach course prior to ARODD WP.

If not received by ARODD WP fly present heading. DME/DME/IRU or GPS required. Pilots of RNP capable aircraft use RNP 2.0. Type B. PROPS LANDING NORTH: To HIKAY INT, depart HIKAY INT heading

.... PROPS LANDING NORTH: To HIKAY INT, depart HIKAY INT heading 145° for vector to final approach course.
.... ALL OTHERS: To SILER INT depart SILER INT heading 175° for vector

to final approach course.



(CYOTE5.TTT) 02332

DALLAS-LOVE FIELD (DAL) DALLAS, TEXAS

SL-106 (FAA)

COYOTE FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

JETS

Expect the WORTH DEPARTURE

PROPS

Props departing DAL must contact clearance delivery for departure instructions.

ABILENE TRANSITION (CYOTE5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

PANHANDLE TRANSITION (CYOTE5.PNH): From over TTT VOR/DME via TTT

R-285 to SCABLINT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC. BOOMR TRANSITION (CYOTE5.BOOMR): (For aircraft inbound to Lubbock

Terminal area.) From over TTT VOR/DME via TTT R-275 to MANKI INT. then via GTH R-119 to OWING INT, then via LBB R-085 to BOOMR INT. CHILDRESS TRANSITION (CYOTE5.CDS): From over TTT VOR/DME via TTT

R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC. CORONA TRANSITION (CYOTE5.CNX): From over TTT VOR/DME via TTT

R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC. GUTHRIE TRANSITION (CYOTE5.GTH): From over TTT VOR/DME via TTT R-275

to MANKI INT, then via GTH R-119 to GTH VORTAC. LUBBOCK TRANSITION (CYOTE5.LBB): From over TTT VOR/DME via TTT R-264

to KIRST INT, the via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (CYOTE5 MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC

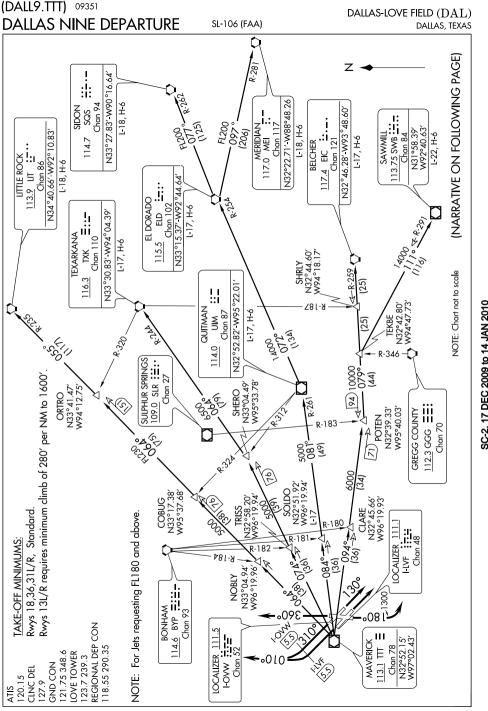
PODDE TRANSITION (CYOTE5.PODDE): (ATC assigned.) From over TTT

VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (CYOTE5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO

R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (CYOTE5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.





DEPARTURE ROUTE DESCRIPTION

SL-106 (FAA)

PROPS.

Expect WYLIE or HUBBARD DEPARTURE

JETS

TAKE-OFF RUNWAYS 13L/R: Climb via heading 130°, expect vectors to appropriate route. TAKE-OFF RUNWAYS 31L/R: Climb via heading 310° until the LVF or OVW LOCALIZER 5.5 DME. then right turn heading 010° for vector to appropriate route, maintain 5000 feet and expect filed altitude 10 minutes after departure.

TAKE-OFF RUNWAY 18: Climb via assigned heading and altitude (before turning left, climb via heading 180° TO 1300'), expect vector to appropriate route.

TAKE-OFF RUNWAY 36: Climb via heading 360° and assigned altitude, expect vector to appropriate route

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas

only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC. EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to Memphis Terminal area. Aircraft

should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM

R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC. QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to the Shreveport Terminal area.) From

over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME. SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT. TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT.

then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

Rwy 13L: Floodlight 965' from DER, 743' right of centerline, 31' AGL/514' MSL. Multiple trees and poles beginning 1166' from DER, 516' to 759' left of centerline, up to 60' AGL/547' MSL.

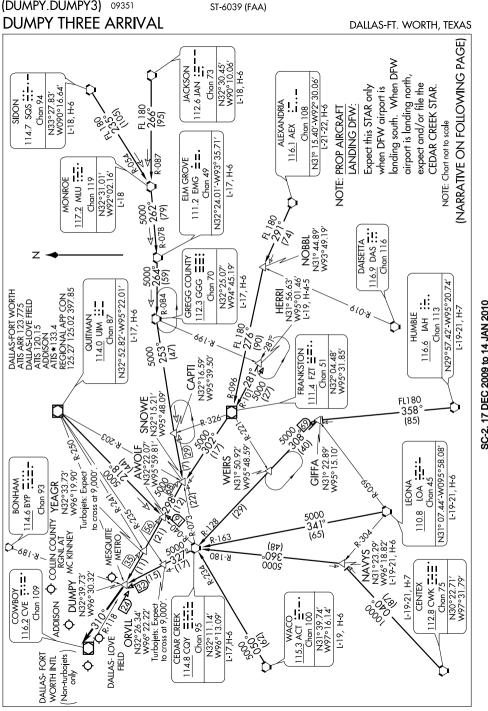
Rwy 13R: Road, tree, and pole beginning 203' from DER, 480' to 721' right of centerline, up to 38' AGL/514' MSL.

Light standard, sign, rod on stack beginning 691' from DER, 555' to 991' left of centerline, up to 61' AGL/537' MSL. Rwy 18: Multiple trees and pipe beginning 605' from DER, 93' to 415' left of centerline, up to 41' AGL/523' MSL. Multiple trees, building, and obstruction light on hangar beginning 300' from DER, 90' to 572' right of centerline,

up to 48' AGL/530' MSL. Rwy 31L: Tree 340' from DER, 408' right of centerline, 10' AGL/ 486' MSL. Tree 253' from DER, 429' left of centerline,

7' AGL/483' MSL.

Rwy 31R: Multiple trees and pole beginning 38' from DER, 329' to 524' left of centerline, up to 13' AGL/490' MSL. Multiple trees and poles beginning 366' from DER, 553' to 720' right of centerline, 48' AGL/525' MSL.



ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC, then via CQY R-327 to

DUMPY INT. Thence ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264

and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT.

then via CVE R-118 to DUMPY INT. Thence

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT

R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT.

then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU

R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT. MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and

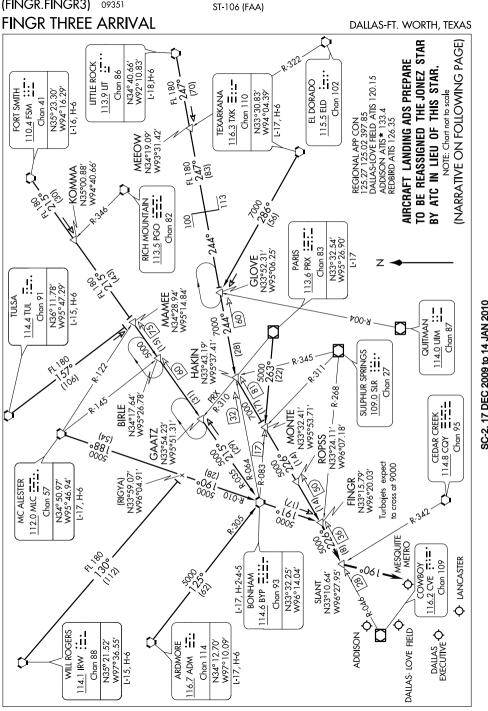
EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT.

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC,

then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence

. . . . From over DUMPY INT. LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course. LANDING NORTH: Expect vectors to final approach course.



07298

ST-106 (FAA) FINGR THREE ARRIVAL (FINGR.FINGR3)

DALLAS-FORT WORTH, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence

FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to

FINGR INT. Thence LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence

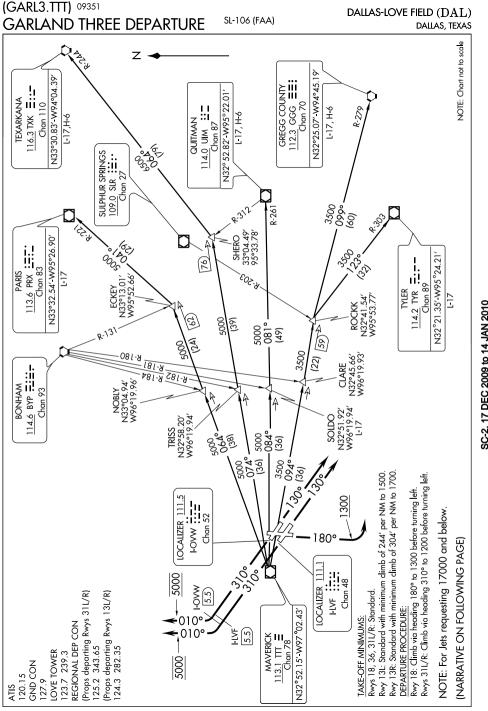
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence

TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to

to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence

. . . . From over FINGR INT via CVE R-046 to SLANT INT. AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.

AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.



(GARL3.111) 09351 DALLAS-LOVE FIELD (DAL) GARLAND THREE DEPARTURE SL-106 (FAA) DALLAS, TEXAS

V

DEPARTURE ROUTE DESCRIPTION

SC-2, 17 DEC 2009 to 14 JAN 2010

Expect WYLIE or HUBBARD departure.

PROPS

JETS

TAKE-OFF RUNWAYS 13L/R: Climb via heading 130°, expect vectors, Thence. . . . TAKE-OFF RUNWAYS 31L/R: Climb via heading 310° until the LVF or OVW LOCALIZER 5.5 DME, then turn right heading 010° for vector to appropriate route, maintain

5000' and expect filed altitude 10 minutes after departure.

TAKE-OFF RUNWAY 18: Climb via heading 180° to 1300 feet before turning left, then fly assigned heading and altitude, expect vector to appropriate route.

TAKE-OFF RUNWAY 36: Fly assigned heading and altitude expect vector to appropriate route.

to ROCKK INT, then via GGG R-279 to GGG VORTAC. PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094

QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT. TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074

to SHERO INT, then via TXK R-244 to TXK VORTAC.

TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME. TAKE-OFF OBSTACLES:

Rwy 13L: Floodlight, 965' from DER, 743' right of centerline, 31' AGL/514' MSL. Multiple trees and poles beginning 1166' from DER, 516' to 759' left of centerline,

up to 60' AGL/547' MSL. Rwy 13R: Road, tree, and pole beginning 203' from DER, 480' to 721' right of centerline, up to 38' AGL/514' MSL. Light standard, sign, rod on stack beginning 691' from DER, 555' to 991' left of centerline, up to 61' AGL/537' MSL. Rwy 18:

Multiple trees and pipe beginning 605' from DER, 93' to 415' left of centerline, up to 41' AGL/523' MSL. Multiple trees, building, and obstruction light on hangar beginning 300' from DER, 90' to 572' right of centerline, up to 48' AGL/530' MSL.

Rwy 31L: Tree 340' from DER, 408' right of centerline, 10' AGL/486' MSL. Tree 253' from DER, 429' left of centerline, 7' AGL/483' MSL.

up to 13' AGL/490' MSL.

Rwy 31R: Multiple trees and pole beginning 38' from DER, 392' to 524' left of centerline, Multiple trees and poles beginning 366' from DER, 553' to 720' right of centerline, 48' AGL/525' MSL.

(JEN.JEN9) 09351				
GLEN ROSE NINE ARRIVAL ST-6039 (FAA) DALLAS-FT. WORTH, TEXAS				
3000 355° R-171 351° AG R-171 3000 (B)	CURLE N32° 33.76 N32° 33.76 SABI 7° 30.47 7° 30.47 7° 30.47 7° 43.17 118.17	WACO :=		
F THIS STAR. FTHIS STAR. RANGER Chan 104 Chan 104 N932°44 N932°44 N932°44 N932°44 N932°44 N932°44 N932°44 N932°44 N932°44	Chan 97 Chan 9	GOOCH S 112.5 AG N31911.13 ⁽¹⁾		
10 KIAS	hon 84 88-w99 51.81) CADES 88-w99 11.64 N32 11.64 N32 12.33 W98 57.18 N32 12.33 W98 57.18 (15) (15)	8		
DALLAS-FORT WORTH Turbojets landing South: ADDISON ATIS * 133.4 ADDISON ATIS * 133.4 Cross FEVER at 280 KIAS. BALLAS-LOVE ATIS 20.15 Cross DELMO at and maintain 2 Turbojets landing North: Expect to cross FEVER at 250 KIAS. Turbojets landing North: Expect to cross FEVER at and maintain 25 Cross FEVER at and maintain 25 Turbojets landing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and Maintain 25 Turbojets Longing North: Expect to cross FEVER At and Maintain 25 Turbojets	S S 1.41' (49)' (4	NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing south.		

DALLAS-FT. WORTH, TEXAS ABILENE TRANSITION (ABI.JEN9): From over ABI VORTAC via R-099 to GEENI INT,

SC-2, 17 DEC 2009 to 14 JAN 2010

ST-6039 (FAA)

GLEN ROSE NINE ARRIVAL

(JEIN.JEINY) 09351

ARRIVAL DESCRIPTION

then via JEN R-267 to JEN VORTAC. Thence. . . . CENTEX TRANSITION (CWK.JEN9): From over CWK VORTAC via CWK R-321 and

AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence

JUMBO TRANSITION (JUMBO.JEN9): From over JUMBO INT via JEN R-197 to JEN VORTAC. Thence

SAN ANTONIO TRANSITION (SAT.JEN9): From over SAT VORTAC via SAT R-359

to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence WACO TRANSITION (ACT.JEN9): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC. Thence. . . .

WINK TRANSITION (INK.JEN9): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC Thence

.... ALL AIRCRAFT: From over JEN VORTAC via JEN R-039, thence . . .

ALL AIRCRAFT LANDING NORTH: To CURLE INT, expect vectors to final approach course.

JETS LANDING SOUTH: To DELMO, depart DELMO heading 355°. For /E, /F, /G and /R (RNP 2.0) EQUIPMENT SUFFIXED AIRCRAFT: From over

DELMO WP direct TEVON WP, expect vector to final approach course prior to TEVON WP. If not received by TEVON fly present heading.

NON TURBOJETS LANDING SOUTH: To CURLE INT, depart CURLE heading 010°

for vectors to final approach course. AIRCRAFT LANDING DAL, ADS, TKI: To DELMO INT, depart DELMO via FUZ R-171

to FUZ VORTAC then FUZ R-064 to HURBS INT, expect vectors to final approach course.

(GREGS.GREGS6) 09351	ST-106 (FAA)	
GREGS SIX ARRIVAL	DAL	LAS-FT. WORTH, TEXAS
TULSA TULSA TOPO (Plan 91 NA92-47.29 NA92-47.29	ACKME N33° 50.85' W97° 40.67' MASTY MASTY CREGS N33° 43.14' MIDA Iurbojest Landing South: Expect to cross at 11000 N33° 40.85' Turbojest landing or DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 8000 Turbojest landing at DAU See note. OB0° DENTON COULIN COULINY OCOLIN COULINY DENTON COULIN COULINY OCOLIN COULINY DENTON DENTON COULIN COULINY DENTON DENTON COULIN COULINY DENTON DE	MCKINNEY ADDISON LLAS-LOVE FIELD MESCUITE METRO LANCASTER
WILL ROGERS 114.1 IRW :=:- Chan 88 N35°21.52~W97°36.55 N34°21.30 CHARE W98°21.30 CHARE N98°21.30 CHARE	5000 5000	MILISAP WY7, 47.20 I-17,H-6 Chan 124 Chan 124
HEATR N34-49-47 W99-550-94	ZOO-A	120.15 120.15 126.35 126.35 ADDISC 133.4 REGION 119.05 113.7 ABILE Chan
BORGER 108.6 BGD = Chan 23 N35-48.42 W101° 22.93 L15.46 PANHANDIE Chan 13 CHIDRESS N35-14.10 W101° 41.94 CHIDRESS L15, H-6 Chan 123 CANID	FI 180 N34° 12.25' N36° 20' N36° 12.25' (89) TEXICO TURKI N34° 18.05' N36° 20' N37° 18.05' N37° 18.05' N37° 18.05' N38° 18.05' N40° 20' N38° 18.05' N40° 20'	NOTE: TURBOJET AIRCRAFT LANDING DAL: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR. NOTE: Chart not to scale (NARRATIVE ON FOLLOWING PAGE)

ST-106 (FAA)

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to

GREGS INT. Thence

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT, Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to

GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to

MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence

INT. Thence WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094

to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

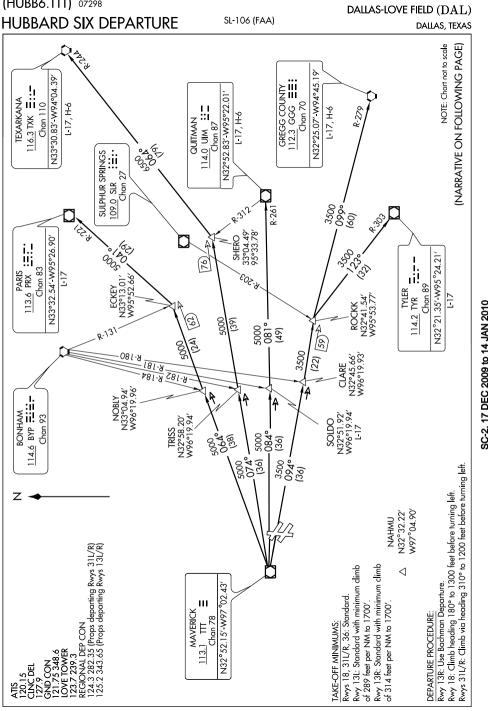
WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to

GREGS INT. Thence

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for

vector to final approach course.

SC-2, 17 DEC 2009 to 14 .IAN 2010





DEPARTURE ROUTE DESCRIPTION

All aircraft departing DAL must contact clearance delivery for departure instructions.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094

to ROCKK INT, then via GGG R-279 to GGG VORTAC.

PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY

INT, then via PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME

via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:

Rwy 13L:

Multiple poles and trees beginning 844' from the departure end of runway, 515' left of centerline, up to 54'AGL/541' MSL. Crane 5.270' from departure end of runway, 568' left of centerline, 130' AGL/630' MSL. Antenna on tank 1.5 NM from departure end of runway, 369' left of centerline, 208 AGL/712' MSL.

Rwv 13R:

Pole 654' from departure end of runway, 614' right of centerline, 23' AGL/500' MSL. Trees 1,122' from the departure end

of runway, 719' right of centerline, 37' AGL/514' MSL. Multiple signs and trees beginning 779' from departure end of runway, 669' left of centerline, up to 60' AGL/537' MSL.

Building 303' from departure end of runway, 354' right of centerline, 47' AGL/ 507' MSL. Tree 775' from Departure end of runway, 138' right of centerline, 32' AGL/513' MSL. Tree 821' from departure end of runway, 329' right of centerline, 39' AGL/519' MSL. Tree 1,031' from departure end of runway, 107' right of centerline, 49' AGL/530' MSL. Tree 1,254'

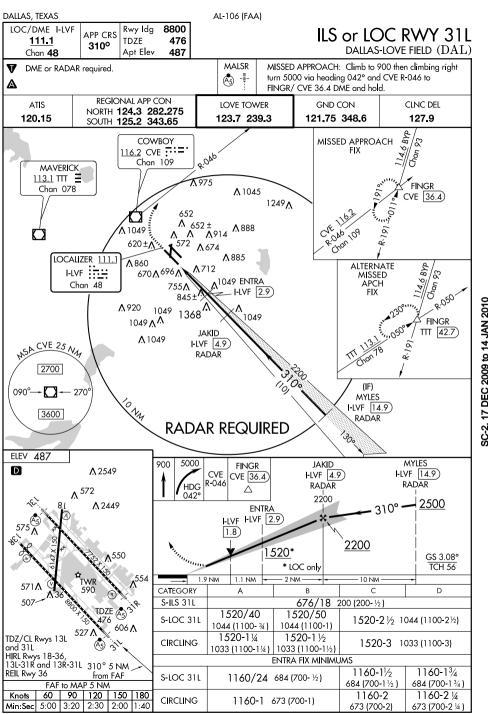
from departure end of runway, 399' left of centerline, 50' AGL/531' MSL. Tree 2,004' from departure end of runway 413' right of centerline, 55' AGL/536' MSL. Rwy 31L:

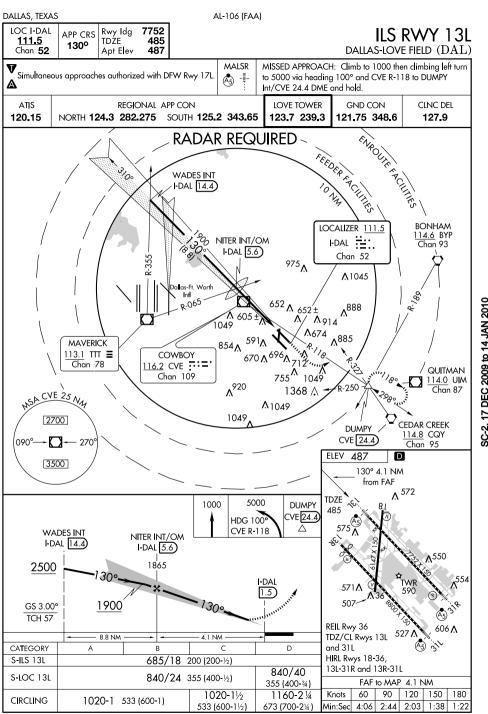
Multiple trees beginning 327' from departure end of runway, 374' right of centerline, up to 22' AGL/501' MSL.

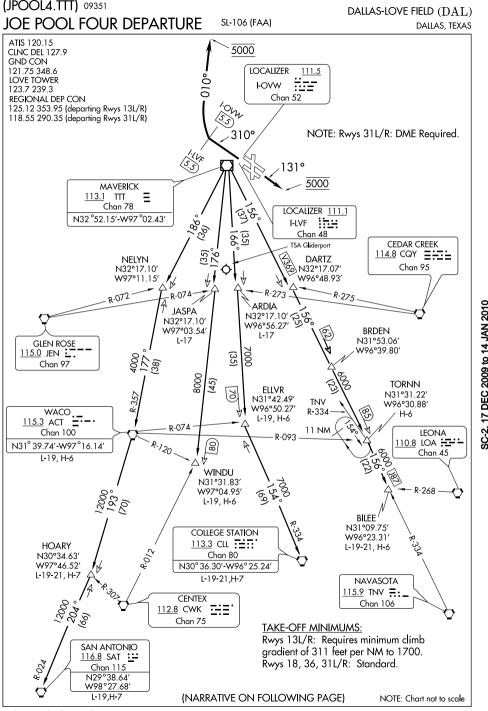
Rwy 31R: Multiple trees beginning 366' from departure end of runway, 552' right of centerline, up to 29' AGL/505' MSL. Pole 39' from

departure end of runway, 501' left of centerline, 27' AGL/487' MSL. Pole 1,531' from departure end of runway, 717' right of centerline, 61' AGL/521' MSL. Trees 2,080' from departure end of runway, 644' right of centerline, 54' AGL/530' MSL. Rwy 36: Tree 52' from departure end of runway, 390' left of centerline, 43' AGL/523 MSL. OL on blast fence, 56' from departure end

of runway, 298' right of centerline, 7' AGL/487' MSL. Trees 433' from departure end of runway, 357' right of centerline, 16' AGL/496' MSL. Trees 661' from departure end of runway, 95' left of centerline, 25' AGL/505' MSL. Building 898' from departure end of runway, 223' right of centerline, 25' AGL/505' MSL. Tree 1,773' from departure end of runway, 240' right of centerline, 79' AGL/559' MSL. Multiple T-L towers beginning 2,577 from departure end of runway, 116' left of centerline, up to 68' AGL/556' MSL. T-L tower 2,701' from departure end of runway, 818' right of centerline, 68' AGL/572' MSL.







DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

PROPS

Props departing DAL must contact clearance delivery for departure instructions.

TAKEOFF RWY 13L/R: Climb via heading 131°, expect vector to appropriate route, maintain 5000 feet

and expect filed altitude 10 minutes after departure.

TAKEOFF RWY 31L/R: Climb via heading 310° until the LVF or OVW LOCALIZER 5.5 DME, then right turn heading 010° for vector to the appropriate route. Maintain 5000 and expect filed altitude 10 minutes after departure.

TAKEOFF RWY 18: Climb via assigned heading and altitude (before turning left, climb heading 180° to 1300), expect vector to appropriate route.

TAKEOFF RWY 36: Climb via assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to

ARDIA INT

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to

overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT. BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-1.56 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all

aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to

ELLVR INT. then via CLL R-334 to CLL VORTAC. ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby

and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to

ELLVR INT. HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via

TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT. JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176

to JASPA INT. SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via

ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC. TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/

Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

TAKE-OFF OBSTACLES:

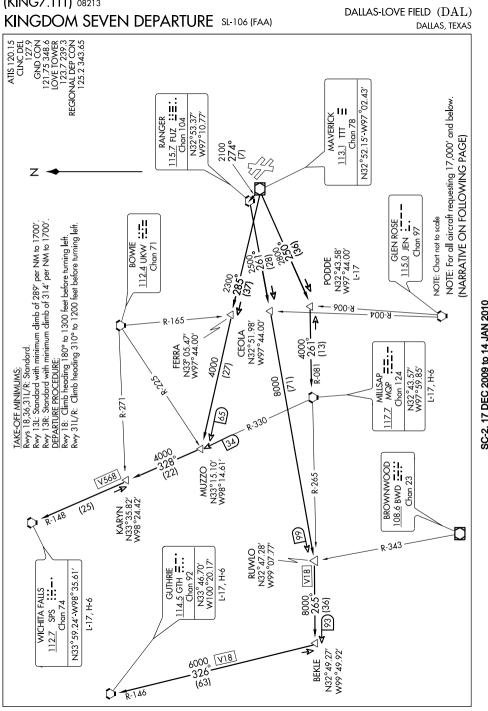
Rwy 13L: Floodlight 965' from DER, 743' right of centerline, 31' AGL/514' MSL. Multiple trees and poles beginning 1166' from

DER, 516' to 759' left of centerline, up to 60' AGL/547' MSL. Rwy 13R: Road, tree and pole beginning 203' from DER, 480' to 721' right of centerline, up to 38' AGL/514' MSL. Light

standard, sign, rod on stack beginning 691' from DER, 555' to 991' left of centerline, up to 61' AGL/537' MSL. Rwy 18: Multiple trees and pipe beginning 605' from DER, 93' to 415' left of centerline, up to 41' AGL/523' MSL. Multiple trees, bldg, and OL on hangar beginning 300' from DER, 90' to 572' right of centerline, up to 48' AGL/530' MSL.

Rwy 31L: Tree 340' from DER, 408' right of centerline, 10' AGL/486' MSL. Tree 253' from DER, 429' left of centerline, 7' AGL/483' MSL.

Rwy 31R: Multiple trees and pole beginning 38' from DER, 392' to 524' left of centerline, up to 13' AGL/490' MSL. Multiple trees and poles beginning 366' from DER, 553' to 720' right of centerline 48' AGL/525' MSL.



KINGDOM SEVEN DEPARTURE SL-106 (FAA)



DEPARTURE ROUTE DESCRIPTION

All aircraft departing DAL must contact clearance delivery for departure instructions.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC. MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES:

Note: Rwy 13R, Pole 654' from departure end of runway, 614' right of centerline, 23' AGL/ 500' MSL. Trees 1122' from departure end of runway, 719' right of centerline, 37' AGL/514' MSL. Multiple signs and trees beginning 779' from departure end of runway, 669 feet left of centerline, 38' AGL/503' MSL up to 45' AGL/537' MSL.

Note: Rwy 13L, Multiple poles and trees beginning 844' from DER, 515' left of centerline, up to 54' AGL/541' MSL. Crane 5270' from DER, 568' left of centerline, 130' AGL/630 MSL.

Antenna on tank 1.5 NM from DER, 369' left of centerline, 208' AGL/712' MSL

Note: Rwy 18, Building 303' from DER, 354' right of centerline, 47' AGL/507' MSL. Tree 775' from DER, 138' right of centerline, 32' AGL/513' MSL. Tree 821' from DER, 329' right of centerline, 39 AGL/519' MSL. Tree 1031' from DER, 107' right of centerline, 49' AGL/530' MSL. Tree 1254' from DER, 399' left of centerline, 50' AGL/531' MSL. Tree 2004' from

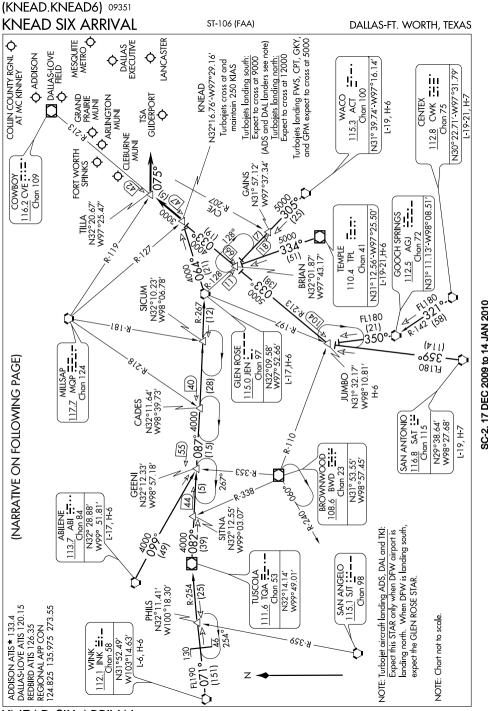
DER, 413' right of centerline, 55' AGL/536' MSL. Note: Rwy 31L, Multiple trees beginning 327' from DER, 374' right of centerline, up to 22'

AGL/501' MSL. Note: Rwy 31R, Multiple trees beginning 366' from DER, 552' right of centerline, up to 29'

AGL/505' MSL. Pole 39' from DER, 501' left of centerline, 27' AGL/487' MSL. Pole 1531' from DER, 717' right of centerline, 61' AGL/521' MSL. Trees 2080' from DER, 644' right of centerline, 54' AGL/530' MSL. Note: Rwy 36, Tree 52' from DER, 390' left of centerline, 43' AGL/523' MSL. OL on blast

fence, 56' from DER, 298' right of centerline, 7' AGL/487'MSL. Trees 433' from DER, 357' right of centerline, 16' AGL/496' MSL. Trees 661' from DER, 95' left of centerline, 25' AGL/ 505' MSL. Building 898' from DER, 223' right of centerline, 25' AGL/505' MSL. Tree 1773' from DER, 240' right of centerline, 79' AGL/559' MSL. Multiple T-L towers beginning 2577' from DER, 116' left of centerline up to 68' AGL/556' MSL. T-L tower 2701' from DER, 818'

right of centerline, 68' AGL/572' MSL.



WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267

to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence

to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence

075° for vectors to final approach course.

SC-2, 17 DEC 2009 to 14 JAN 2010

(KRUMM4.FUZ) 09351 DALLAS-LOVE FIELD (DAL) KRUMM FOUR DEPARTURE SL-106 (FAA) DALLAS, TEXAS ATIS TULSA 120.15 114.4 TUL 4.50/ CLNC DEL Chan 91 127.9 GND CON N36°11.78′-W95°47.29 121.75 348.6 LOVE TOWER L-15, H-6 123.7 239.3 OKMULGEE NOTE: This DP is to be used only upon REGIONAL DEP CON 114.9 OKM **ΞΞ** assignment by LOVE tower normally between 2100-0600 local time. 118.55 290.35 Chan 96 N35°41.59′-W95°51.96′ NOTE: 1368 MSL bldg 3.80 NM from departure end Rwy 13R. 1075 MSL bldg 3.09 NM from departure end Rwy 13R. 1194 MSL bldg 3.63 NM from departure end Rwy 13R. L-15. H-6 WILL ROGERS **ROLLS** MC ALESTER N35°43.36′ W99°28.24′ L-6-13,H-6 114.1 IRW :=: 112.0 MLC ----Chan 88 Chan 57 N35°21.52′ N34°50.97′ W97°36.55' W95°46.94′ R-277 L-15 L-17. H-6 H-6 00 g SC-2, 17 DEC 2009 to 14 JAN 2010 **7FMMA** N34°23.03′ W96°59.40′ L-17, H-6 0°, **EAKER** MRMAC N34°19.05′ W96°37.19′ N34°50.48′ ADM W98°06.57 R-071 L-17, H-6 L-13, H-6 R-179 TIKYS R-097 N34° 04.00′ W96° 25.56′ ARDMORE 360, 116.7 ADM Chan 114 TEXOMA N34°12.70′-W97°10.09′ 114.3 URH ::::: Chan 90 L-17, H-6 **BLECO** N33°27.05′ W97°06.54′ L-17 **GRABE** N33°27.09′ W96° 57.69′ L-17 🔼 BYP R-254 R-094 R-092 -LOWGN BOWIE BONHAM AKUNA 112<u>.4</u> UKW ::-N33°27.05′ 114.6 BYP N33°27.04′ W96°49.39′ W97°14.99′ Chan 71 Chan 93 34) TAKE-OFF MINIMUMS: Rwy 13R standard. MINIMUM CLIMB RATE: Rwy 13R requires a minimum climb of 280 feet per NM to 1600 feet. COWBOY 116.2 CVE ...= NOTE: DME required. Chan 109 RANGER 115.7 FUZ **□ ■ . .** Chan 104 N32°53.37′-W97°10.77 LOCALIZER 111.1 I-DPX NOTE: Chart not to scale Chan 48 (NARRATIVE ON FOLLOWING PAGE)

(KKUMM4.FUZ) 02332 DALLAS-LOVE FIELD (DAL) KRUMM FOUR DEPARTURE SL-106 (FAA) DALLAS, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010



DEPARTURE ROUTE DESCRIPTION

take-off but not later than 0.6 DME outbound on the I-DPX localizer southeast course, then intercept and climb via the CVE R-139 and expect vector to appropriate route. Maintain 5000 feet and expect filed altitude 10 minutes after departure.

TAKE-OFF RUNWAY 13R: Turn right heading 160° as soon as possible after

ARDMORE TRANSITION (KRUMM4.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (KRUMM4.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (KRUMM4.EAKER): (For aircraft inbound to the TULSA terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (KRUMM4.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (KRUMM4.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT. then via MLC R-206 to MLC VORTAC.

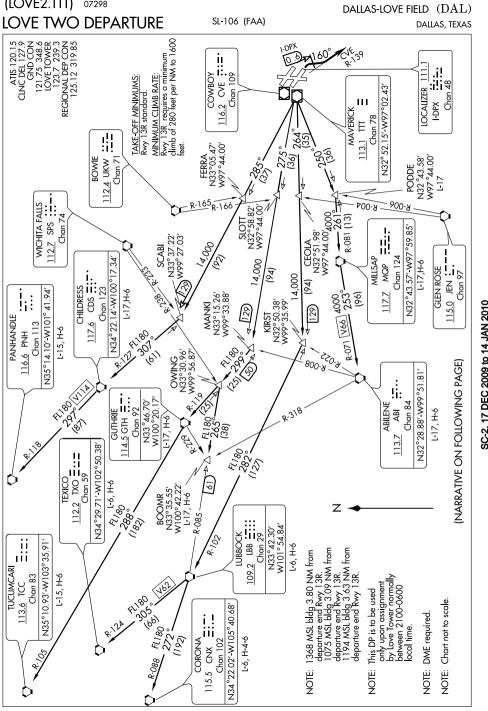
OKMULGEE TRANSITION (KRUMM4.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (KRUMM4.ROLLS): (For all aircraft proceeding northwest bound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (KRUMM4.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (KRUMM4.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC. ZEMMA TRANSITION (KRUMM4.ZEMMA): (ATC assigned.) From over FUZ VORTAC

via FUZ R-360 to ZEMMA INT.



SC-2, 17 DEC 2009 to 14 JAN 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13R: Turn right heading 160° as soon as possible after take-off, but no later than 0.6 DME outbound on the I-DPX Localizer southeast course. then intercept and climb via the CVE R-139 and expect vector to appropriate route. Maintain 5,000 feet and expect filed altitude 10 minutes after departure. ABILENE TRANSITION (LOVE2.ABI): From over TTT VOR/DME via TTT R-250

to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (LOVE2.BOOMR): (For aircraft inbound to Lubbock Terminal Area.) From over TTT VOR/DME via TTT R-275 to MANKLINT. then via GTH R-119 to OWING INT, then via LBB R-085 to BOOMR INT. CHILDRESS TRANSITION (LOVE2.CDS): From over TTT VOR/DME via TTT

R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC. CORONA TRANSITION (LOVE2.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and

CNX R-088 to CNX VORTAC. GUTHRIE TRANSITION (LOVE2.GTH): From over TTT VOR/DME via TTT R-275

to MANKI INT, then via GTH R-119 to GTH VORTAC. LUBBOCK TRANSITION (LOVE2.LBB): From over TTT VOR/DME via TTT R-264

to KIRST INT, then via LBB R-102 to LBB VORTAC. MILLSAP TRANSITION (LOVE2.MQP): From over TTT VOR/DME via TTT R-250

to PODDE INT, then via MQP R-081 to MQP VORTAC PANHANDLE TRANSITION (LOVE2.PNH): From over TTT VOR/DME via TTT

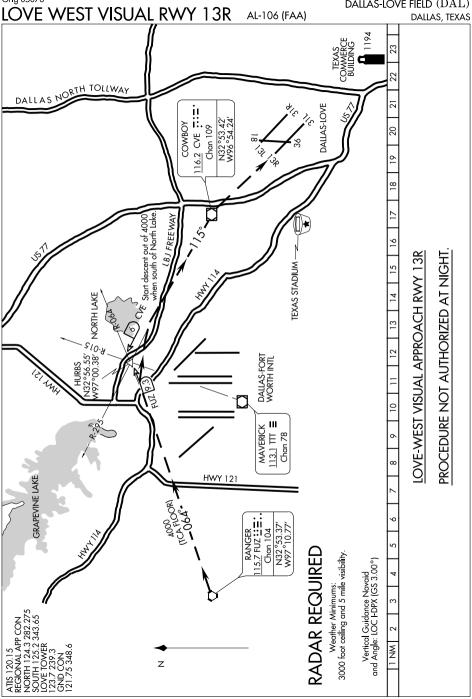
R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297

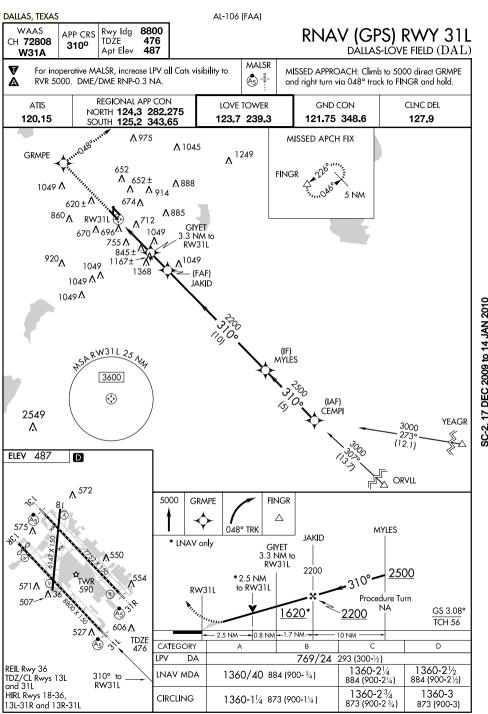
and PNH R-118 to PNH VORTAC. PODDE TRANSITION (LOVE2.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT. TEXICO TRANSITION (LOVE2.TXO): From over TTT VOR/DME via TTT R-264

to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (LOVE2.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288

and TCC R-105 to TCC VORTAC.

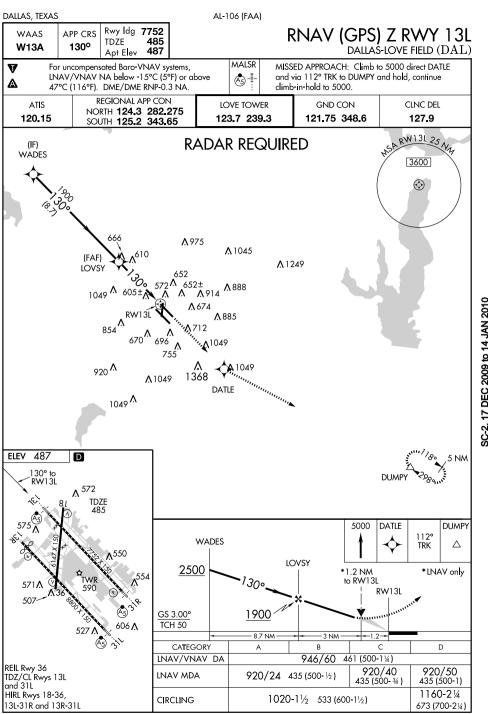


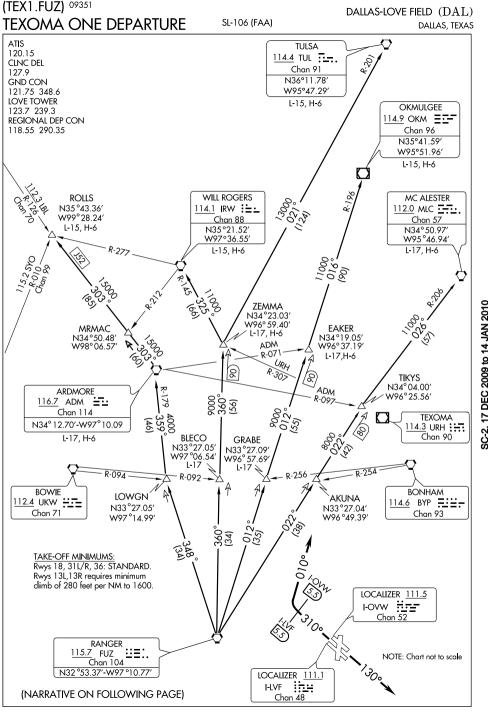


DALLAS, TEXAS AL-106 (FAA) Rwy Ida 7752 RNAV (GPS) RWY 31R APP CRS TDŹE 487 310° DALLAS-LOVE FIELD (DAL) Apt Elev 487 MALSR V GPS or RNP-0.3 REQUIRED. MISSED APPROACH: Climb to 5000 via 310° course to LOVSY (A₅) DME/DME RNP-0.3 NA. WP then right turn via 048 course to FINGR WP and hold. **A** NA REGIONAL APP CON LOVE TOWER GND CON CLNC DEL ATIS NORTH 124.3 282.275 120.15 123.7 239.3 121.75 348.6 127.9 SOUTH 125.2 343.65 NSARW31R 25 Ny \Diamond 975 **^** 310° (5.5)**1**045 LOVSY Λ 1249 1049<u>/</u> 605± V₈₈₈ RW31R 854^⁵⁹¹^ 674 <u>1</u>885 Λ΄ 670 696 Λ 755 SC-2, 17 DEC 2009 to 14, IAN 2010 3.1 NM ⁹²⁰∧ to RW31R ENROUTE FACILITIES 1368 1049∧ **^** 1049 DATIF FACIA 2500 310° (5) -3000 -280° (13.4) ^¹⁵¹⁶ (IAF) GEVME **YEAGR** 487 **ELEV** D ORVL ۸ ⁵⁷² 5000 FINGR LOVSY 310° TDZE 487 550 **FACIA** Procedure DATLE Turn 3.1 NM NA to RW31R 2500 310° ∠3.00° 1.5 NM 507 TCH 50 to RW31R RW31R 2200 1520 527 A VGSI and descent angles not coincident. +1.5 NM + -1.6 NM+ -- 2.1 NM 8.1 NM CATEGORY C 310° to REIL Rwy 36 RW31R 1020/50 1020/60 LNAV MDA 1020/24 533 (600-1/2) TDZ/CL Rwys 13L 533 (600-11/4) 533 (600-1) and 31L 1160-21/4 HIRL Rwys 18-36, 1020-11/2 CIRCLING 1020-1 533 (600-1) 533 (600-11/2) 673 (700-21/4) 13L-31R and 13R-31L

DALLAS, TEXAS AL-106 (FAA) Rwy Ida RNAV (GPS) Y RWY 13L 7752 APP CRS TDŹE 485 132° DALLAS-LOVE FIELD (DAL) Apt Elev 487 MALSR V DMF/DMF RNP-0 3 NA MISSED APPROACH: Climb to 5000 direct FAVKU and via (Å5) -----Δ 112° TRK to DUMPY and hold, continue climb-in-hold to 5000. REGIONAL APP CON LOVE TOWER GND CON CLNC DEL ATIS NORTH 124.3 282.275 120.15 123.7 239.3 121.75 348.6 127.9 SOUTH 125.2 343.65 RW13L 25 NA (IAF) 2600 SLANT APAKE 246° (20.5) 3600 (69) \Diamond (IF) BINAY Λ 975 Λ 1045 (FAF) SC-2, 17 DEC 2009 to 14, IAN 2010 Λ1249 652 1049<u>^</u> 572 A 652± RW13L 🖇 **1** 674 ۸⁸⁸⁵ 854 [^] 1049 920 **^** 1368∧ Λ 1049 **FAVKU** 1049 487 **ELEV** D 132° to RW13L ۸ ⁵⁷² **TDZE** 485 RADAR REQUIRED DUMPY 5000 **FAVKU** 112° **BINAY** Δ TRK CAMSO 2300 1.2 NM 1620 to RW13L RW13L 1320 2000 3.05°≤ TCH 55 CATEGORY C D REIL Rwy 36 920/50 920/40 LNAV MDA 435 (500-1/2) TDZ/CL[']Rwys 13L 920/24 435 (500-1) 435 (500-34) and 31L 1020-11/2 1160-21/4 HIRL Rwys 18-36, 1020-1 533 (600-1) CIRCLING 13L-31R and 13R-31L 533 (600-11/2) 673 (700-21/4)

DALLAS, TEXAS AL-106 (FAA) RNAV (GPS) Y RWY 13R
DALLAS-LOVE FIELD (DAL) Rwy Ida 8310 APP CRS TDŹE 478 139° Apt Elev 487 V MISSED APPROACH: Climb to 5000 direct ECOTO and via 109° DME/DME RNP-0.3 NA. A Visibility reduction by helicopters NA. track to DUMPY and hold, continue climb-in-hold to 5000. REGIONAL APP CON LOVE TOWER GND CON CLNC DEL ATIS NORTH 124.3 282.275 120.15 123.7 239.3 121.75 348.6 127.9 SOUTH 125.2 343.65 1548 ↑ 2600 · 246° (20.5) SLANT SA DESPE 25 NZ (IAF) 3600 APAKE \Diamond (IF) BINAY SC-2, 17 DEC 2009 to 14, IAN 2010 975 (FAF) **∧**¹⁰⁴⁵ Λ¹²⁴⁹ ους 605± Λ 652±914 Λ΄ 1049 (MAP Λ⁶⁷⁴ ۸⁸⁸⁵ DESPÉ 854 ∧ ^⁷¹² 59 i ∧¹⁰⁴⁹ 755 **K.** RADAR REQUIRED MISSED APCH FIX 920<u>^</u> ۸¹⁰⁴⁹ 1368 487 1049 **ELEV** D **5 NM** Λ **ECOTO** 1049 DUMPY ۸ ⁵⁷² DUMPY 5000 **ECOTO** 109° TRK Δ BINAY 2300 CAMSO 0.7 NM to DESPE DESPE 2000 RW13R 2.96° TCH 53 6 NM 3.5 NM CATEGORY Α REIL Rwy 36 TDZ/CL Rwys 13L and 31L 920-11/2 920-11/4 LNAV MDA 920-1 442 (500-1) 442 (500-11/2) 442 (500-11/4) 1160-21/4 1020-11/2 HIRL Rwys 18-36, **CIRCLING** 1020-1 533 (600-1) 533 (600-11/2) 673 (700-21/4) 13L-31R and 13R-31L





(IEXI.FUZ) 09351 DALLAS-LOVE FIELD (DAL) TEXOMA ONE DEPARTURE SL-106 (FAA) DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION V

then via ADM R-179 to ADM VORTAC.

FUZ VORTAC via FUZ R-012 to EAKER INT.

PROPS

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC. OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360

Multiple trees and poles beginning 1166' from DER, 516' to 759' left of centerline,

up to 38' AGL/514' MSL. Light standard, sign, rod on stack beginning 691' from DER,

up to 41' AGL/523' MSL. Multiple trees, bldg and OL on hangar beginning 300' from DER,

Rwy 13L: Floodlight 965' from DER, 743' right of centerline, 31' AGL/514' MSL.

555' to 991' left of centerline, up to 61' AGL/537' MSL. Rwy 18: Multiple trees and pipe beginning 605' from DER, 93' to 415' left of centerline,

90' to 572' right of centerline, up to 48' AGL/530' MSL. Rwy 31L: Tree 340' from DER, 408' right of centerline, 10' AGL/486' MSL. Tree 253' from DER, 429' left of centerline, 7' AGL/483' MSL. Rwy 31R: Multiple trees and pole beginning 38' from DER, 392' to 524' left of centerline, up to 13' AGL/490' MSL. Multiple trees and poles beginning 366' from DER,

553' to 720' right of centerline 48' AGL/525' MSL.

Rwy 13R: Road, tree and pole beginning 203' from DER, 480' to 721' right of centerline,

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360

TAKE-OFF RUNWAYS 13L/R: Climb via heading 130°, expect vectors to appropriate route.

TAKE-OFF RUNWAY 18: Climb via assigned heading and altitude (before turning left,

climb via heading 180° to 1300), expect vector to appropriate route.

TAKE-OFF RUNWAYS 31L/R: Climb via heading 310° until the LVF or OVW localizer 5.5 DME. then turn right heading 010° for vector to appropriate route, maintain 5000 feet and expect filed

altitude 10 minutes after departure.

TAKE-OFF RUNWAY 36: Climb via assigned heading and altitude, expect vector to appropriate

FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

Props departing DAL must contact Clearance Delivery for departure instructions. JETS

SC-2, 17 DEC 2009 to 14 JAN 2010

route.

to BLECO INT.

to GRABE INT

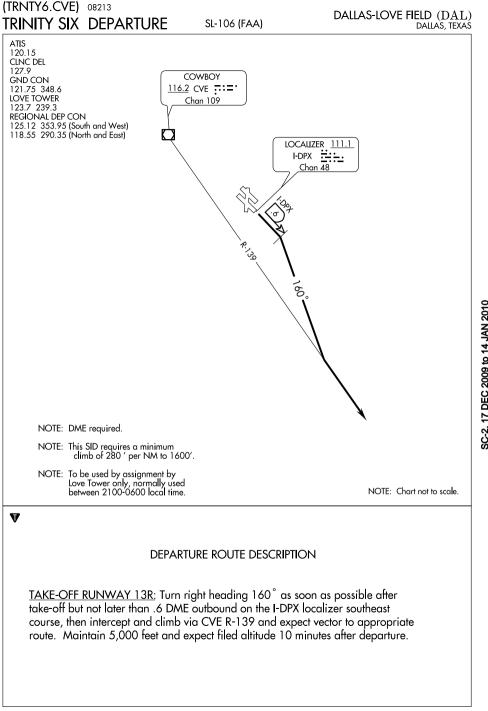
ADM R-303 to ROLLS INT.

R-145 to IRW VORTAC.

TAKE-OFF OBSTACLES:

up to 60' AGL/547' MSL.

to ZEMMA INT.



(VENUS/.III) 09351 DALLAS-LOVE FIELD (DAL) VENUS SEVEN DEPARTURE SL-106 (FAA) DALLAS, TEXAS ATIS 120.15 CLNC DEL LOCALIZER 111.1 127.9 COWBOY GND CON 116.2 CVE ...= I-DPX 121.75 348.6 _ Chan 109 Chan 48 LOVE TOWER 123.7 239.3 TAKE-OFF MINIMUMS: Rwy 13L, 18, 31 L/R, 36: NA REGIONAL DEP CON 118.55 290.35 Rwy 13R, requires minimum obstacle climb of 314' per NM to 1700'. ATC climb gradient 500' per NM MAVERICK 113.1 TTT Chan 78 to 1000. N32 °52.15′-W97 °02.43′ δ NOTE: This DP is to be used only upon assignment by Love tower normally between 2100-0600 local time. TSA **NELYN** DARTZ Gliderport N32°17.10′ N32°17.07′ W96°48.93′ W97°11.15′ R-273 R-275 R-074 R-072 ARDIA **JASPA** N32°17.10′ W96°56.27′ N32°17.10′ W97°03.54′ L-17 CEDAR CREEK I-17 **GLEN ROSE** 115<u>.0</u> JEN : 114.8 CQY =:=: SC-2, 17 DEC 2009 to 14 JAN 2010 (35) Chan 95 Chan 97 8000 176°. (45) 6 R-357 **ELLVR** WACO: N31°42.49' **LEONA** W96°50.27' 115.3 ACT 110.8 LOA :=:-R-074-Chan 45 Chan 100 R-093 6 N31° 39.74′-W97° 16.14′ TORNN L-19, H-6 N31°31.22′ WINDU W96°30.88′ N31° 31.83′ L-19-21.H-6 R-268 W97°04.95′ I-19.H-6 **BILEE** N31°09.75′ W96°23.31′ A.012 L-19-21,H-6 COLLEGE STATION 113.3 CLL :=::: **HOARY** Chan 80 N30°34.63′ N30° 36.30′-W96° 25.24′ W97°46.52' L-19-21,H-7 NAVASOTA L-19-21,H-7 115.9 TNV ... CENTEX 112.8 CWK **=:**≡ TAKEOFF OBSTACLE NOTES: Chan 75 RWY 13R: Pole 654' from DER, 614' right of centerline, 23' AGL/500' MSL, Trees 1122' from DER, SAN ANTONIO 719' right of centerline, 37' AGL/514' MSL. 116.8 SAT :-Multiple signs and trees beginning 779' Chan 115 from DER, 669' left of centerline, up to N29°38.64 60' AGL/537' MSL. W98°27.68 L-19,H-7 NOTE: RADAR Required. NOTE: DME Required. (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale

SC-2, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13R: Turn right heading 160° not later than 0.7 DME outbound on the I-DPX localizer southeast course, to intercept and climb via

the CVE R-139 outbound. Expect vector to appropriate route. Maintain 5000 feet, expect filed altitude 10 minutes after departure. ARDIA TRANSITION (VENUS7.ARDIA): (ATC assigned.) From over TTT

VOR/DME via TTT R-166 to ARDIA INT. BILEE TRANSITION (VENUS7.BILEE): (For aircraft overflying the BILEE INT) Thence

. . . . via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports.) From over TTT VOR/DME via TTT R-156 and TNV R-334

to BILFF INT. COLLEGE STATION TRANSITION (VENUS7.CLL): (For aircraft inbound to Houston

Hobby and West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC. ELLVR TRANSITION (VENUS7.ELLVR): (For turboprop and turbojet aircraft inbound

to Houston Hobby and turboiet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (VENUS7.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to

ACT VORTAC, then via ACT R-193 to HOARY INT. JASPA TRANSITION (VENUS7.JASPA): (ATC assigned.) From over TTT VOR/DME

via TTT R-176 to JASPA INT. SAN ANTONIO TRANSITION (VENUS7.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT

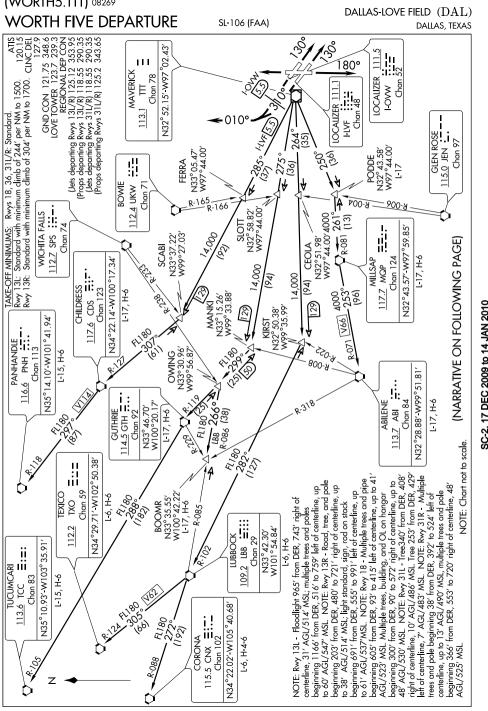
R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC. TORNN TRANSITION (VENUS7.TORNN): (For aircraft landing at Lafayette, Lake

Charles, or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (VENUS7.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT,

then via ACT R-357 to ACT VORTAC. WINDU TRANSITION (VENUS7.WINDU): (For aircraft inbound to Austin or San

Antonio terminal area airports, aircraft should file and/or expect the BLEWE or MARCS ARRIVAL at WINDU INT). From over TTT VOR/DME via TTT R-176 to WINDU INT.



WORTH FIVE DEPARTURE

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

■ DEPARTURE ROUTE DESCRIPTION

PROPS

EXPECT COYOTE OR KINGDOM DEPARTURE

JETS

TAKE-OFF RUNWAY 13L/R: Climb via heading 130°, expect vectors to appropriate route.

Maintain 5000 feet and expect filed altitude 10 minutes after departure.

TAKE-OFF RUNWAY 18: Climb via heading 180° to 1300 feet before turning left, then fly assigned heading and altitude, expect vector to appropriate route.

TAKE-OFF RUNWAYS 31L/R: Climb via heading 310° until the LVF or OVW localizer 5.5 DME, then turn right heading 010° for vector to appropriate route. Maintain 5000 feet and expect filed altitude 10 minutes after departure.

TAKE-OFF RUNWAY 36: Climb via assigned heading and altitude, expect vector to appropriate

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to

SC-2, 17 DEC 2009 to 14 JAN 2010

KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to

SCABI INT, then via CDS R-127 to CDS VORTAC.

MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTHS.MQP): From over TTT VOR/DME via TTT R-250 to

PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285

to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

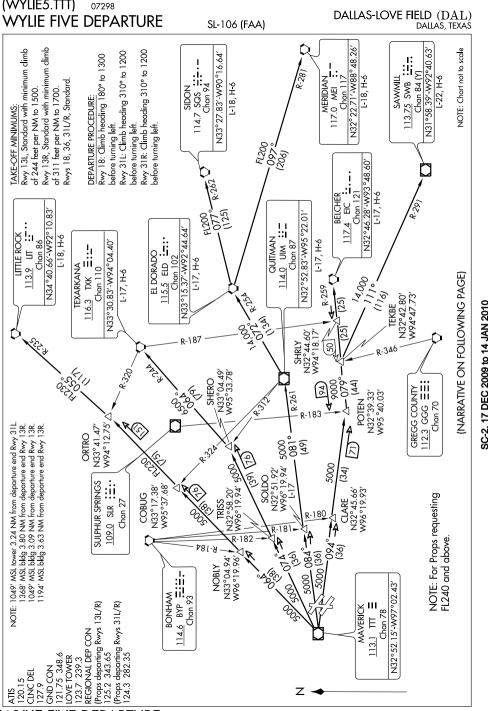
PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via

TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to

<code>TEXICO TRANSITION (WORTH5.TXO)</code>: From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.



(WYLIE5.111) 07074 DALLAS-LOVE FIELD (DAL) WYLIE FIVE DEPARTURE SL-106 (FAA)

DEPARTURE ROUTE DESCRIPTION

DALLAS, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010

JETS

Expect DALLAS DEPARTURE

PROPS Props departing DAL must contact clearance delivery for departure instructions.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and

Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME

via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and FLD R-254 to FLD VORTAC

LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via

ELD R-097 and MEI R-281 to MEI VORTAC. QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal

area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME. SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094

to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME. SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254

to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC. SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.

TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

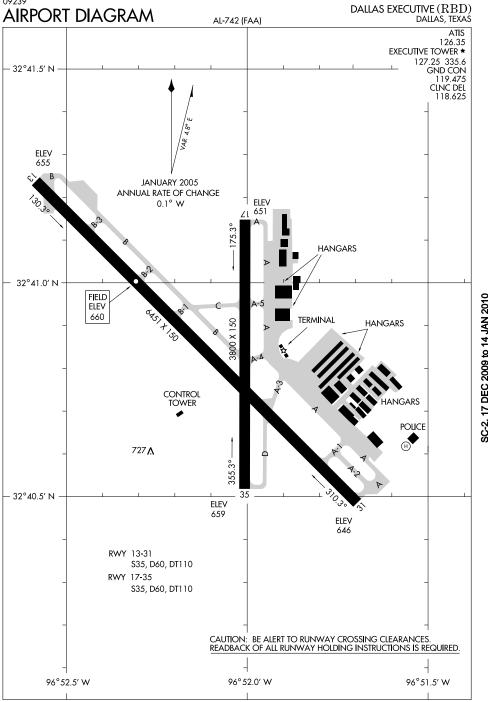
Rwy 13L, Floodlight, 965' from departure end of runway, 743' right of centerline, 31' AGL/514' MSL. Multiple trees and poles beginning 1166' from departure end of runway, 516' left of centerline, up to 60' AGL/547' MSL.

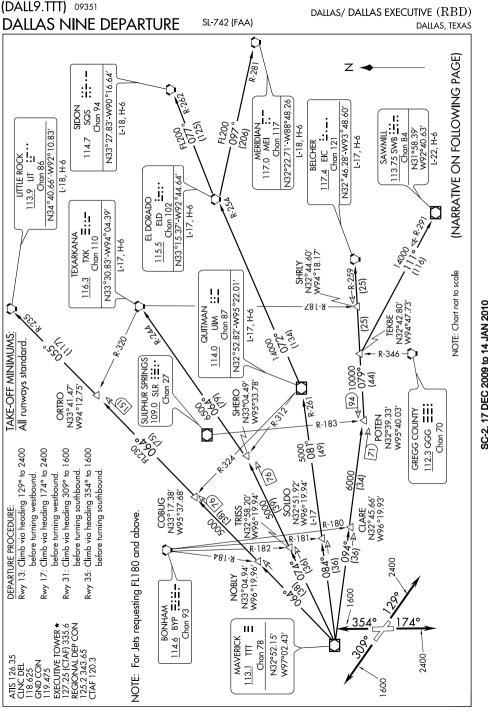
Rwy 13R, Road, tree and pole beginning 203' from departure end of runway, 480' right of centerline, up to 38' AGL/514' MSL. Light standard, sign, rod on stack beginning 691' from departure end of runway, 555' left of centerline, up to 61' AGL/537' MSL.

Rwy 18, Multiple trees and pipe beginning 605' from departure end of runway, 93' left of centerline, up to 41' AGL/523' MSL. Multiple trees, building and obstruction light on hangar beginning 300' from departure end of runway, 90' right of centerline, up to 48' AGL/530' MSL.

Rwy 31L, Tree, 340' from departure end of runway, 408' right of centerline, 10' AGL/486' MSL. Tree, 253' from departure end of runway, 429' left of centerline, 7' AGL/483' MSL.

Rwy 31R, Multiple trees and pole beginning 38' from departure end of runway, 392' left of centerline, up to 13' AGL/490' MSL. Multiple trees and poles beginning 366' from departure end of runway, 553' right of centerline, up to 48' AGL/525' MSL.





(DALLY, 111) 09351 DALLAS / DALLAS EXECUTIVE (RBD) DALLAS NINE DEPARTURE DALLAS, TEXAS SL-742 (FAA)

SC-2, 17 DEC 2009 to 14 JAN 2010

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When entering controlled airspace, fly assigned heading and altitude

to appropriate route. **JETS**

DEPARTURE ROUTE DESCRIPTION

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV

terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via

EIC R-259 to EIC VORTAC. EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal

area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME

via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to

ORTRO INT, then via LIT R-235 to LIT VORTAC. MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal

area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261

to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

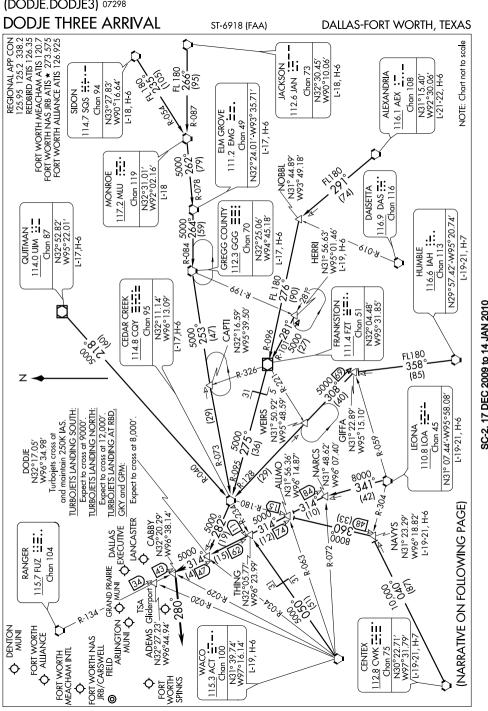
QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to

SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC. SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to

SOLDO INT. TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.



ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS

INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . . ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY

VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253

and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . HERRI TRANSITION (HERRI DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY

R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to

CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via

GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . .

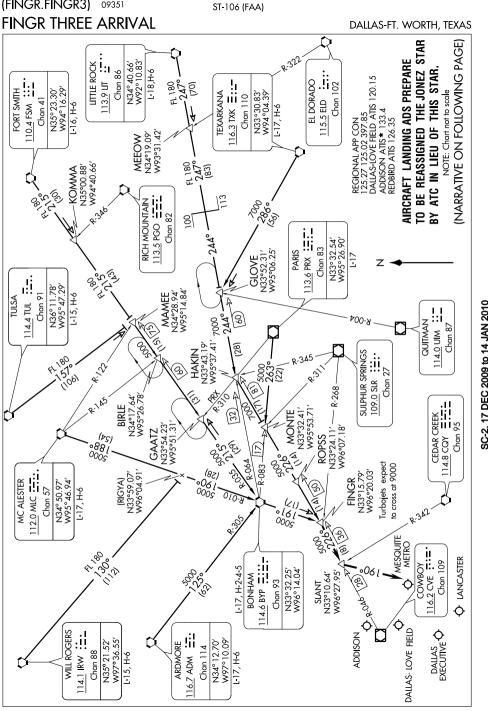
NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT, Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and

MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . . From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.



07298

ST-106 (FAA) FINGR THREE ARRIVAL (FINGR.FINGR3)

DALLAS-FORT WORTH, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence

FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to

FINGR INT. Thence LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence

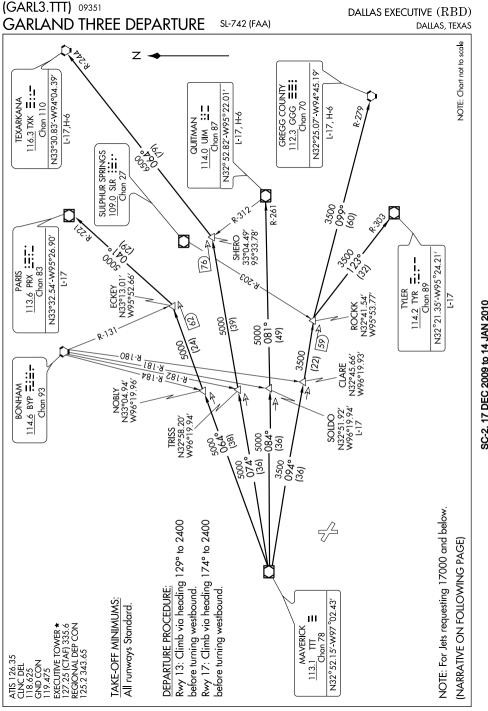
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence

TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to

to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence

. . . . From over FINGR INT via CVE R-046 to SLANT INT. AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.

AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.



(GREGS.GREGS6) 09351	ST-106 (FAA)	
GREGS SIX ARRIVAL	DAL	LAS-FT. WORTH, TEXAS
TULSA TULSA TOPO (Plan 91 NA92-47.29 NA92-86.86 NA92-86.86	ACKME N33° 50.85' W97° 40.67' MASTY MASTY CREGS N33° 43.14' MIDA Iurbojest Landing South: Expect to cross at 11000 N33° 40.85' Turbojest landing or DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 8000 Turbojest landing at DAU See note. OB0° DENTON COLIIN COLINY OF NATION DENTON DENTON COLIN COLINY OF NATION DENTON	MCKINNEY ADDISON LLAS-LOVE FIELD MESCUITE METRO LANCASTER
WILL ROGERS 114.1 IRW :=:- Chan 88 N35°21.52~W97°36.55 N34°21.30 CHARE W98°21.30 CHARE N98°21.30 CHARE	5000 5000	MILISAP WY7, 47.20 I-17,H-6 Chan 124 Chan 124
HEATR N34-49-47 W99-550-94	200-9	120.15 120.15 126.35 126.35 ADDISC 133.4 REGION 119.05 113.7 ABILE Chan
BORGER 108.6 BGD = Chan 23 N35-48.42 W101° 22.93 L15.46 PANHANDIE Chan 13 CHIDRESS N35-14.10 W101° 41.94 CHIDRESS L15, H-6 Chan 123 CANID	FI 180 N34° 12.25' N36° 20' N36° 12.25' (89) TEXICO TURKI N34° 18.05' N36° 20' N37° 18.05' N37° 18.05' N37° 18.05' N38° 18.05' N40° 20' N38° 20' N40° 20' N	NOTE: TURBOJET AIRCRAFT LANDING DAL: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR. NOTE: Chart not to scale (NARRATIVE ON FOLLOWING PAGE)

ST-106 (FAA)

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to

GREGS INT. Thence

PANISHANDLE TRANSITION (PNISH CRECS4): From over PNISH VORTAC via PNISH B

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT, Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to

GREGS INT. Thence

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to

MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence

INT. Thence WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094

to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

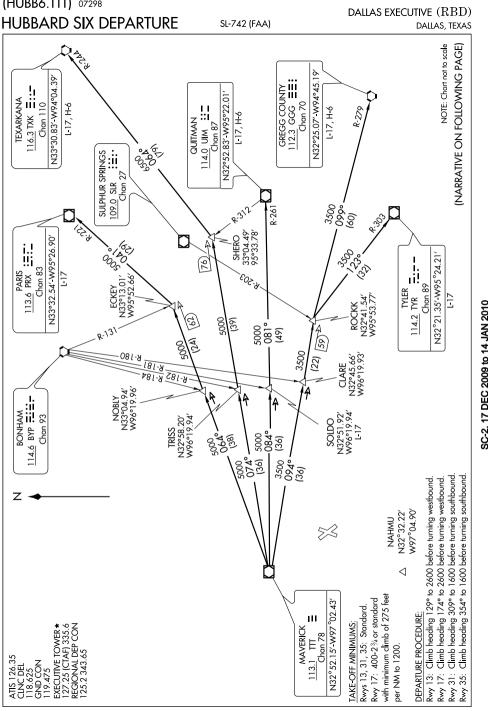
WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to

GREGS INT. Thence

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for

vector to final approach course.

SC-2, 17 DEC 2009 to 14 JAN 2010



(HUBBO.111) 07354 DALLAS EXECUTIVE (RBD) HUBBARD SIX DEPARTURE

SI-742 (FAA) DALLAS, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010

V

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094

to ROCKK INT, then via GGG R-279 to GGG VORTAC. PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY

INT, then via PRX R-221 to PRX VOR/DME. QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to

SOLDO INT, then via UIM R-261 to UIM VOR/DME. SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME

via TTT R-084 to SOLDO INT. TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074

to SHERO INT, then via TXK R-244 to TXK VORTAC. TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK

INT. then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:

Rwy 13:

OL on blast fence 109' from departure end of runway, 347' left of centerline, 6' AGL/658' MSL.

Rwy 17: Tree 468' from departure end of runway, 454' left of centerline, 35' AGL/699' MSL. Tree 113' from departure end of runway, 516' right of centerline, 30' AGL/679' MSL.

Tree 871' from departure end of runway, 405' left of centerline, 35' AGL/685' MSL. Tree 651' from departure end of runway, 303' right of centerline, 35' AGL/699' MSL.

Rwy 31:

Tree 481' from departure end of runway, 552' right of centerline, 30' AGL/677' MSL. Tree 2,978' from departure end of runway, 802' left of centerline, 46' AGL/732' MSL.

Rwy 35:

Tree 534' from departure end of runway, 302' left of centerline, 34' AGL/671' MSL. Tree 745' from departure end of runway, 371' left of centerline, 35' AGL/672' MSL.

Tree 972' from departure end of runway, 405' right of centerline, 35' AGL/675' MSL.

(JPOOL4.TTT) 09351 DALLAS EXECUTIVE (RBD) JOE POOL FOUR DEPARTURE SL-742 (FAA) DALLAS, TEXAS ATIS 126.35 TAKE-OFF MINIMUMS: All runways standard. CLNC DEL 118.625 DEPARTURE PROCEDURE: GND CON 119.475 Rwy 13: Climb via heading 129° to 2400 EXECUTIVE TOWER * before turning westbound. MAVERICK 127.25 (CTAF) 335.6 113.1 TTT REGIONAL DÉP CON Rwy 17: Climb via heading 174° to 2400 Chan 78 125.2 343.65 before turning westbound. N32 °52.15′-W97 °02.43′ Rwy 31: Climb via heading 309° to 1600 before turning southbound. Rwy 35: Climb via heading 354° to 1600 before turning southbound. CEDAR CREEK TSA Gliderport 114.8 CQY =:-: **NELYN** DARTZ N32°17.10′ N32°17.07′ Chan 95 W97°11.15′ W96°48.93′ R-074 R-275 R-072 SC-2, 17 DEC 2009 to 14 JAN 2010 ARDIA JASPA N32°17.10′ 🚓 (W96°56.27′ 😕 N32°17.10′ W97°03.54′ **BRDEN** L-17 L-17 N31°53.06′ GLEN ROSE W96°39.80′ 115.0 JEN : .. 7000 4000 177 (38) (35 Chan 97 45) **TORNN ELLVR** 6 N31°31.22' N31°42.49' TNV W96°30.88′ W96°50.27' WACO._ 115.3 ACT _---R-334 H-6 L-19, H-6 R-074 11 NM Chan 100 LEONA R-093 R-120 110.8 LOA :-N31° 39.74′-W97°16.14′ 8 Chan 45 L-19, H-6 WINDU N31°31.83' W97°04.95' R-268 12000 193° (20) L-19, H-6 BILEE ' N31°09.75' COLLEGE STATION W96°23.31′ 113.3 CLL :::: **HOARY** L-19-21, H-6 N30°34.63' Chan 80 N30° 36.30′-W96° 25.24′ W97°46.52' L-19-21, H-7 L-19-21.H-7 NAVASOTA 115.9 TNV =:_ CENTEX Chan 106 112.8 CWK ==== Chan 75 SAN ANTONIO 116.8 SAT ::-Chan 115 N29°38.64 W98°27.68 L-19,H-7 (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale

DALLAS, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010

V

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston

terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston

Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC. ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT

VOR/DME via TTT R-166 to ELLVR INT. HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC,

then via ACT R-193 to HOARY INT. JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME

via TTT R-176 to JASPA INT. SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via

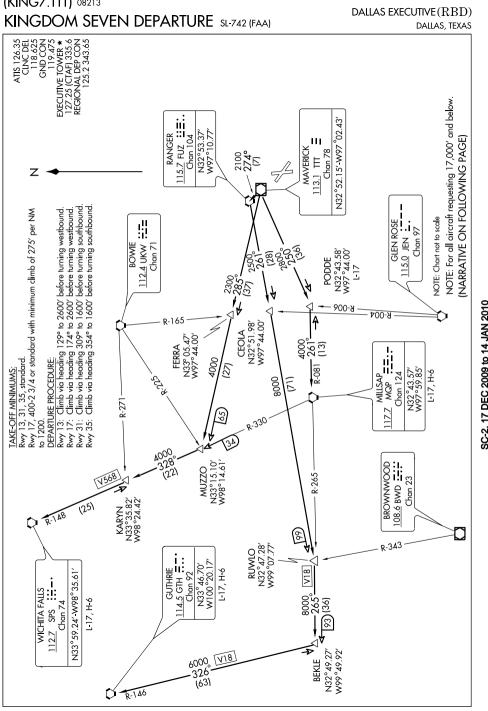
ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT

R-156 to TORNN INT. WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray

terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC. WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or

San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.





DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over

then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC. MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE

TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT,

INT, then via MQP R-081 to MQP VORTAC. PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

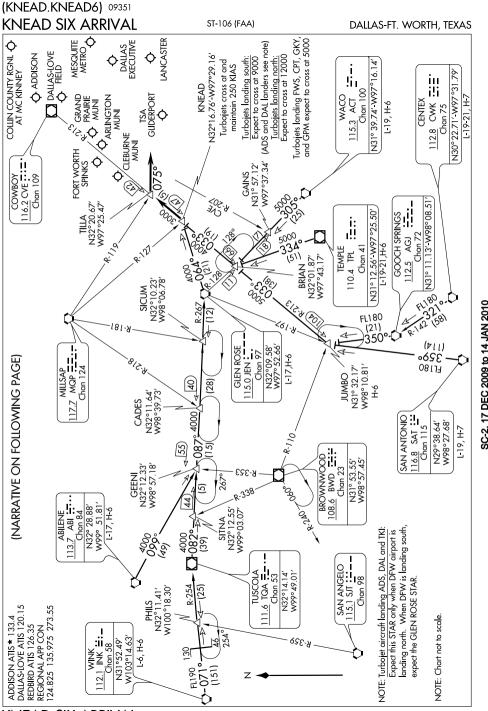
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZÓ INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES: Note: Rwy 13, OL on blast fence 109' from DER, 347' left of centerline, 6' AGL/658' MSL.

Note: Rwy 17, Tree 468' from DER, 454' left of centerline, 35' AGL/699' MSL. Tree 113'

from DER, 516' right of centerline, 30' AGL/679' MSL. Tree 871' from DER, 405' left of centerline, 35' AGL/685' MSL. Tree 651' from DER, 303' right of centerline, 35' AGL/699' MSL. Note: Rwy 31, Tree 481' from DER, 552' right of centerline, 30' AGL/677' MSL. Tree 2978' from DER, 802' left of centerline, 46' AGL/732' MSL.

Note: Rwy 35, Tree 534' from DER, 302' left of centerline, 34' AGL/671' MSL. Tree 745' from DER, 371' left of centerline, 35' AGL/672' MSL. Tree 972' from DER, 405' right of centerline, 35' AGL/675' MSL.



WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305

to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence

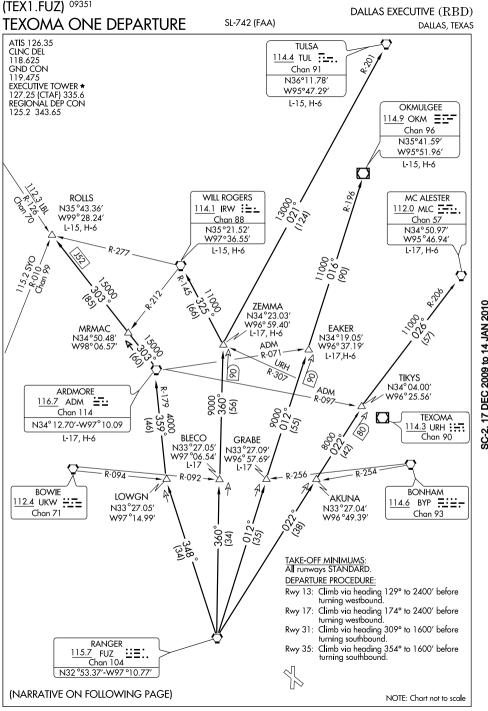
. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 17 DEC 2009 to 14 JAN 2010

DALLAS, TEXAS AL-742 (FAA) Rwy Ida 3801 RNAV (GPS) RWY 17 APP CRS TDŹE 658 174° DALLAS EXECUTIVE (RBD) Apt Elev 660 ▼ If local altimeter setting not received, use Dallas-Love Field MISSED APPROACH: Climb to 3000 altimeter setting and increase all MDAs 60 feet. direct HOBMI and hold. DME/DME RNP-0.3 NA. CLNC DEL GND CON ATIS REGIONAL APP CON EXECUTIVE TOWER ★ UNICOM 127.25 (CTAF) @ 335.6 119.475 125.2 343.65 118,625 122.95 126.35 RADAR REQUIRED **1**368 **∧** 1049 (FAF) 1049 \Lambda FÖBNU 735 **X** 726 SC-2, 17 DEC 2009 to 14, IAN 2010 906 Λ **∧** 925 ± . **≜** 1025 NSA RW 17 25 Ny ²⁵⁴⁹∧ 3600 \Diamond **∧** 1516 Λ 2449 ELEV 660 174° to **HOBM** RW17 **∧** 675 ± **TDZE** 458 5 NM 3000 HOBM **EYIBI FOBNU** 3000 740, RW17 1700 3.03° > TCH 43 3.1 NM -6.4 NM -CATEGORY 1100-11/4 1100-11/2 1100-1 442 (500-1) LNAV MDA LDIN Rwy 31 0 442 (500-11/4) 442 (500-11/2) REIL Rwys 13, 17, and 35 1160-11/2 1340-21/4 **CIRCLING** 1160-1 500 (500-1) MIRL Rwys 13-31 and 17-35 500 (500-11/2) 680 (700-21/4)

DALLAS, TEXAS AL-742 (FAA) RNAV (GPS) RWY 31 WAAS Rwy Ida 6451 APP CRS Ch 42699 TDŹE 658 309° Apt Elev DALLAS EXECUTIVE (RBD) W31A 660 T DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). If local altimeter MISSED APPROACH: Climb to 2500 setting not received, use Dallas-Love Field altimeter setting and increase all DAs/MDAs direct SAPAE and via 320° track to 60 feet. BARO-VNAV and VDP NA when using Dallas-Love Field altimeter setting. UBANN and hold CLNC DEL ATIS REGIONAL APP CON EXECUTIVE TOWER ★ GND CON UNICOM 127.25 (CTAF) 0 335.6 119,475 122.95 125.2 343.65 118.625 126.35 Λ1368 UBANN Λ 1049 **1**049 SAPAE **∧** 735 **∧** 925 ± (FAF) 1025 2549 **1** 1516 **1** 1516 (IF) NIVCI RW31 25 Ny **1** 2449 3600 **(** 660 **ELEV** RADAR REQUIRED **∆** 675 ± ZΙ 2500 SAPAE TRK NIVCI 320° RINVE 3000 * LNAV only * 1.2 NM to **RW31 RW31** 2200 VGSI and RNAV GS 3.00° Glidepath not coincident. TCH 52 6.2 NM 1.2 NM 3.5 NM TDZE CATEGORY D 658 LPV DA 908-1 250 (300-1) 309° to LNAV/ DA 1073-11/2 415 (500-11/2) RW31 1080-11/4 422 (500-11/4) LNAV MDA 1080-1 422 (500-1) LDIN Rwy 31 REIL Rwys 13, 17, and 35 1340-21/4 CIRCLING 1160-11/2 500 (500-11/2) MIRL Rwys 13-31 and 17-35 680 (700-21/4)

DALLAS, TEXAS AL-742 (FAA) Rwy Ida 3801 RNAV (GPS) RWY 35 APP CRS TDŹE 659 3540 DALLAS EXECUTIVE (RBD) Apt Elev 660 If local altimeter setting not received, use Dallas-Love Field MISSED APPROACH: Climbing right turn to 3000 altimeter setting and increase all MDAs 60 feet. VDP NA when direct FIKTI and hold. using Dallas-Love Field altimeter setting. DME/DME RNP 0.3 NA. CLNC DEL ATIS REGIONAL APP CON EXECUTIVE TOWER ★ GND CON UNICOM 127.25 (CTAF) 0 335.6 119.475 125.2 343.65 118,625 122.95 126.35 **∆** 1049 RADAR REQUIRED Λ 1049 735 A 906**^** RW35 $925 \pm \Lambda$ 1025 (FAF) CUDAD 2549 **∧** 1516 Λ 2449 (IAF) 3000 FIKTÍ (5)(IF) HOBMI 5 NM NSA RW 35 25 NZ 3600 660 **ELEV** \odot **∧** 675 ± 3000 FIKTI HOBMI **CUDAD** 3000 1.8 NM to RW35 **RW35** 35 TDZE ③ 2000 **≥** 3.04° 659 TCH 45 354° to - 1.8 NM -2.2 NM 7.5 NM -**RW35** D CATEGORY Α C 1280-134 1280-2 LNAV MDA 1280-1 621 (700-1) LDIN Rwy 31 621 (700-1¾) 621 (700-2) REIL Rwys 13, 17, and 35 1280-134 1340-21/4 CIRCLING 1280-1 620 (700-1) MIRL Rwys 13-31 and 17-35 620 (700-134) 680 (700-21/4)



DALLAS EXECUTIVE (RBD)

SL-742 (FAA)

DALLAS, TEXAS

17 DEC 2009 to 14 .IAN 2010

V

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC. BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC

via FUZ R-360 to BLECO INT.

OKM VOR/DME.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area) From over FUZ VORTAC via FUZ R-012 to FAKER INT

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME

proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to

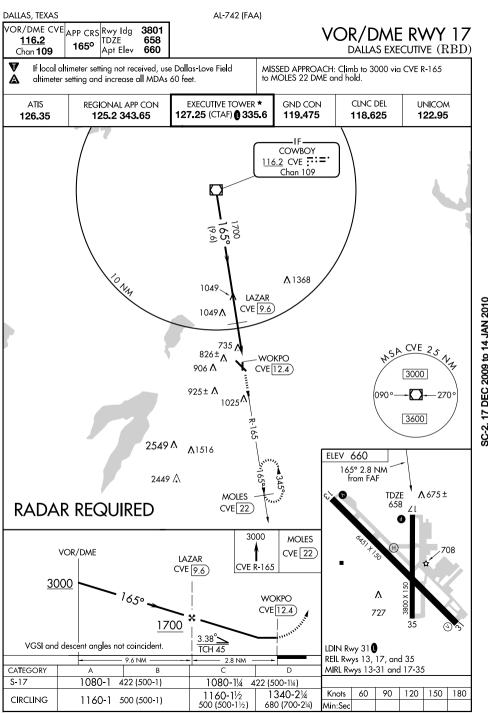
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

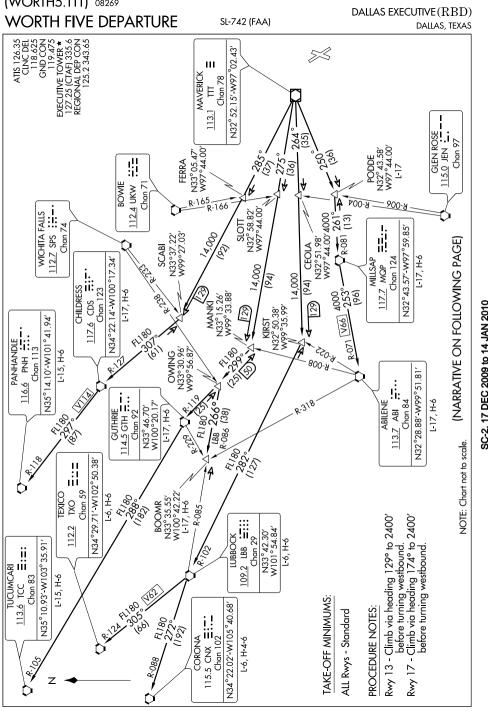
TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From

over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC. WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the

Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.





(WORIH5.111) 06215 DALLAS EXECUTIVE (RBD) WORTH FIVE DEPARTURE SL-742 (FAA) DALLAS, TEXAS V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading and altitude to appropriate route ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT. CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to

SCABI INT, then via CDS R-127 to CDS VORTAC. CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088

to CNX VORTAC. GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to

MANKI INT, then via GTH R-119 to GTH VORTAC. LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

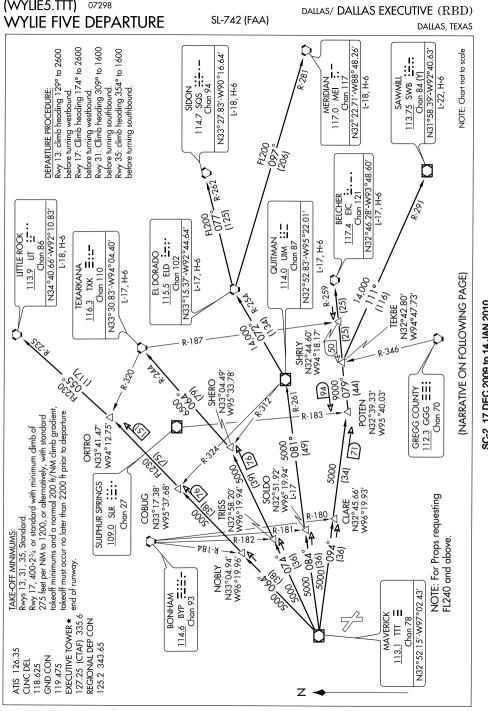
KIRST INT, then via LBB R-102 to LBB VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABLINT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118

to PNH VORTAC. PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.



(WYLIE5.111) 07074 DALLAS EXECUTIVE (RBD) WYLIE FIVE DEPARTURE SL-742 (FAA)

DALLAS, TEXAS



V

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal

area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME

via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via

UIM R-072 and ELD R-254 to ELD VORTAC.

ORTRO, then via LIT R-235 to LIT VORTAC.

ELD R-097 and MEI R-281 to MEI VORTAC.

LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to

SC-2, 17 DEC 2009 to 14 JAN 2010

MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal

area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via

QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261

to UIM VOR/DME. SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME. SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to

TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to

SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC. SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.

SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

Rwy 13, obstruction light on blast fence 109' from departure end of runway, 347' left of centerline, 6' AGL/658' MSL.

Rwy 17, tree 468' from departure end of runway, 454' left of centerline, 35' AGL/

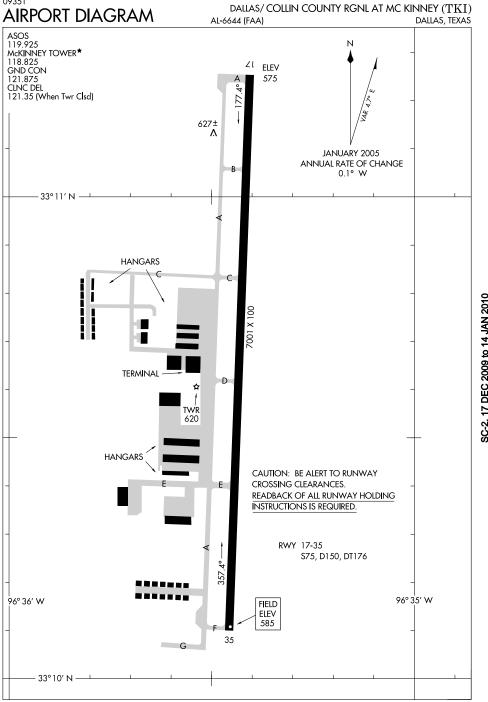
699' MSL. Tree 113' from departure end of runway, 516' right of centerline, 30'

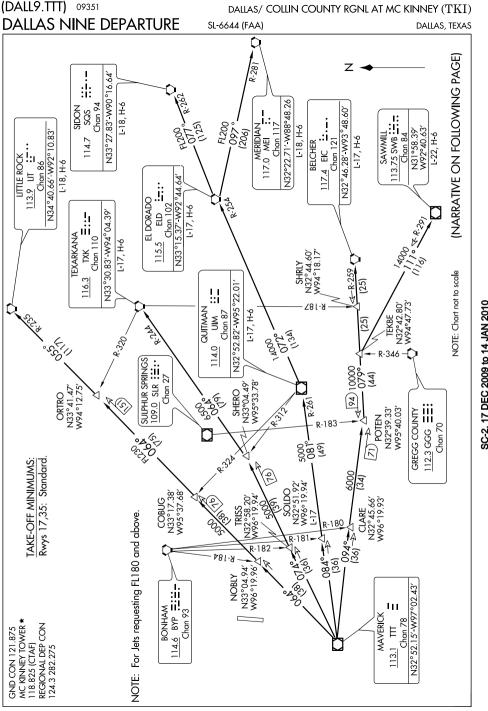
AGL/679' MSL. Tree 871' from departure end of runway, 405' left of centerline,

35' AGL/685' MSL. Tree 651' from departure end of runway, 303' right of centerline, 35' AGL/699' MSL. Rwy 31, Tree 481' from departure end of runway, 552' right of centerline, 30' AGL/ 677' MSL. Tree 2978' from departure end of runway, 802' left of centerline, 46' AGL/

732' MSL.

Rwy 35, Tree 534' from departure end of runway, 302' left of centerline, 34' AGL/ 671' MSL. Tree 745' from departure end of runway, 371' left of centerline, 35' AGL/672' MSL. Tree 972' from departure end of runway, 405' right of centerline, 35' AGL/675' MSL.





(DALLY.111) 09351 DALLAS NINE DEPARTURE

V

DALLAS/COLLIN COUNTY RGNL AT MC KINNEY (TKI)SL-6644 (FAA)

DALLAS, TEXAS



DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading and altitude

to appropriate route. **JETS**

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV

terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal

area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME

via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC. LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to

ORTRO INT, then via LIT R-235 to LIT VORTAC. MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal

area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via

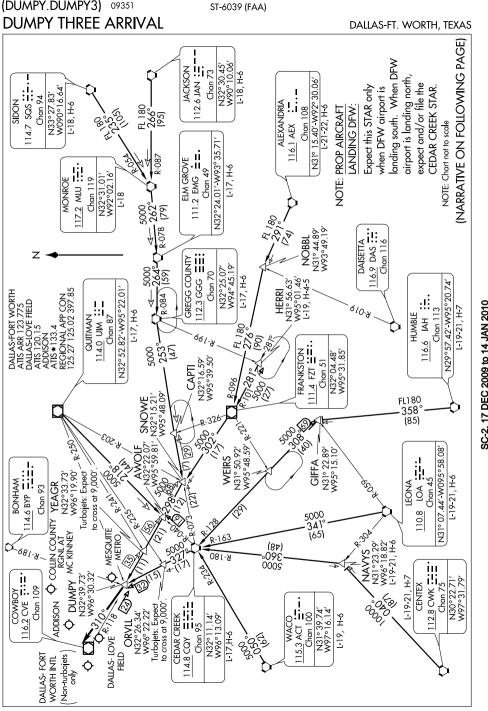
ELD R-097 and MEI R-281 to MEI VORTAC. QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261

to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to

POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME. SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT. TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.



ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC, then via CQY R-327 to

DUMPY INT. Thence ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264

and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT.

then via CVE R-118 to DUMPY INT. Thence

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT

R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT.

then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU

R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT. MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and

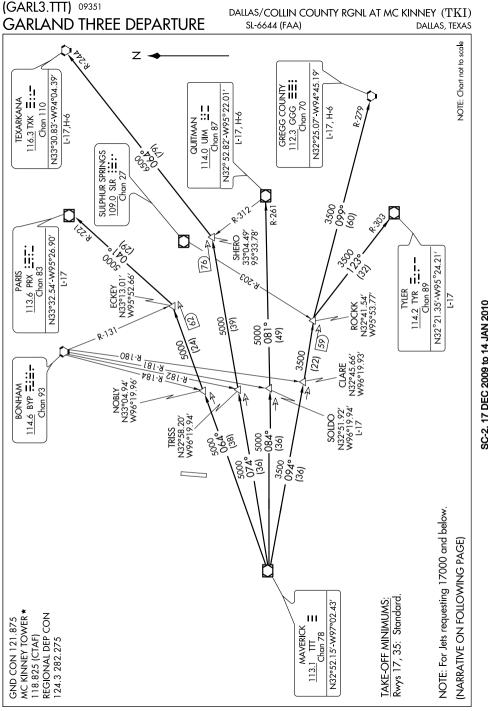
EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT.

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC,

then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence

. . . . From over DUMPY INT. LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course. LANDING NORTH: Expect vectors to final approach course.



(GARL3.TTT) 09351 DALLAS/COLLIN COUNTY RGNL AT MC KINNEY (TKI)GARLAND THREE DEPARTURE SL-6644 (FAA) DALLAS, TEXAS DEPARTURE ROUTE DESCRIPTION V When entering controlled airspace, fly assigned heading to appropriate route. LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC. PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME. QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME. SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT. TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC. TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK SC-2, 17 DEC 2009 to 14 JAN 2010 INT, then via TYR R-303 to TYR VOR/DME.

(JEN.JEN9) 09351				
GLEN ROSE NINE ARRIVAL ST-6039 (FAA) DALLAS-FT. WORTH, TEXAS				
3000 355° R-171 351° AG R-171 3000 (B)	CURLE N32° 33.76 N32° 33.76 SABI 7° 30.47 7° 30.47 7° 30.47 7° 43.17 118.17	WACO :=		
F THIS STAR. FTHIS STAR. RANGER Chan 104 Chan 104 N932°44 N932°44 N932°44 N932°44 N932°44 N932°44 N932°44 N932°44 N932°44	Chan 97 Chan 9	GOOCH S 112.5 AG N31911.13 ⁽¹⁾		
10 KIAS	hon 84 88-w99 51.81) CADES 88-w99 11.64 N32 11.64 N32 12.33 W98 57.18 N32 12.33 W98 57.18 (15) (15)	8		
DALLAS-FORT WORTH Turbojets landing South: ADDISON ATIS * 133.4 ADDISON ATIS * 133.4 Cross FEVER at 280 KIAS. BALLAS-LOVE ATIS 20.15 Cross DELMO at and maintain 2 Turbojets landing North: Expect to cross FEVER at 250 KIAS. Turbojets landing North: Expect to cross FEVER at and maintain 25 Cross FEVER at and maintain 25 Turbojets landing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and Maintain 25 Turbojets Longing North: Expect to cross FEVER At and Maintain 25 Turbojets	S S 1.41' (49)' (4	NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing south.		

DALLAS-FT. WORTH, TEXAS ABILENE TRANSITION (ABI.JEN9): From over ABI VORTAC via R-099 to GEENI INT,

SC-2, 17 DEC 2009 to 14 JAN 2010

ST-6039 (FAA)

GLEN ROSE NINE ARRIVAL

(JEIN.JEINY) 09351

ARRIVAL DESCRIPTION

then via JEN R-267 to JEN VORTAC. Thence. . . . CENTEX TRANSITION (CWK.JEN9): From over CWK VORTAC via CWK R-321 and

AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence

JUMBO TRANSITION (JUMBO.JEN9): From over JUMBO INT via JEN R-197 to JEN VORTAC. Thence

SAN ANTONIO TRANSITION (SAT.JEN9): From over SAT VORTAC via SAT R-359

to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence WACO TRANSITION (ACT.JEN9): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC. Thence. . . .

WINK TRANSITION (INK.JEN9): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC Thence

.... ALL AIRCRAFT: From over JEN VORTAC via JEN R-039, thence . . .

ALL AIRCRAFT LANDING NORTH: To CURLE INT, expect vectors to final approach course.

JETS LANDING SOUTH: To DELMO, depart DELMO heading 355°.

For /E, /F, /G and /R (RNP 2.0) EQUIPMENT SUFFIXED AIRCRAFT: From over DELMO WP direct TEVON WP, expect vector to final approach course prior to TEVON WP. If not received by TEVON fly present heading.

NON TURBOJETS LANDING SOUTH: To CURLE INT, depart CURLE heading 010°

for vectors to final approach course. AIRCRAFT LANDING DAL, ADS, TKI: To DELMO INT, depart DELMO via FUZ R-171 to FUZ VORTAC then FUZ R-064 to HURBS INT, expect vectors to final approach course.

(GREGS.GREGS6) 09351	ST-106 (FAA)	
GREGS SIX ARRIVAL	DAL	LAS-FT. WORTH, TEXAS
TULSA TULSA TOPO (Plan 91 NA92-47.29 NA92-47.29	ACKME N33° 50.85' W97° 40.67' MASTY MASTY CREGS N33° 43.14' MIDA Iurbojest Landing South: Expect to cross at 11000 N33° 40.85' Turbojest landing or DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 8000 Turbojest landing at DAU See note. OB0° DENTON COULIN COULINY OCOLIN COULINY DENTON COULIN COULINY OCOLIN COULINY DENTON DENTON COULIN COULINY DENTON DENTON COULIN COULINY DENTON DE	MCKINNEY ADDISON LLAS-LOVE FIELD MESCUITE METRO LANCASTER
WILL ROGERS 114.1 IRW :=:- Chan 88 N35°21.52~W97°36.55 N34°21.30 CHARE W98°21.30 CHARE N98°21.30 CHARE	5000 5000	MILISAP WY7, 47.20 I-17,H-6 Chan 124 Chan 124
HEATR N34-49-47 W99-550-94	ZOO-A	120.15 120.15 126.35 126.35 ADDISC 133.4 REGION 119.05 113.7 ABILE Chan
BORGER 108.6 BGD = Chan 23 N35-48.42 W101° 22.93 L15.46 PANHANDIE Chan 13 CHIDRESS N35-14.10 W101° 41.94 CHIDRESS L15, H-6 Chan 123 CANID	FI 180 N34° 12.25' N36° 20' N36° 12.25' (89) TEXICO TURKI N34° 18.05' N36° 20' N37° 18.05' N37° 18.05' N37° 18.05' N38° 18.05' N40° 20' N38° 18.05' N40° 20'	NOTE: TURBOJET AIRCRAFT LANDING DAL: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR. NOTE: Chart not to scale (NARRATIVE ON FOLLOWING PAGE)

ST-106 (FAA)

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to

GREGS INT. Thence

PANISHANDLE TRANSITION (PNISH CRECS4): From over PNISH VORTAC via PNISH B

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT, Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to

GREGS INT. Thence

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to

MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence

INT. Thence WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094

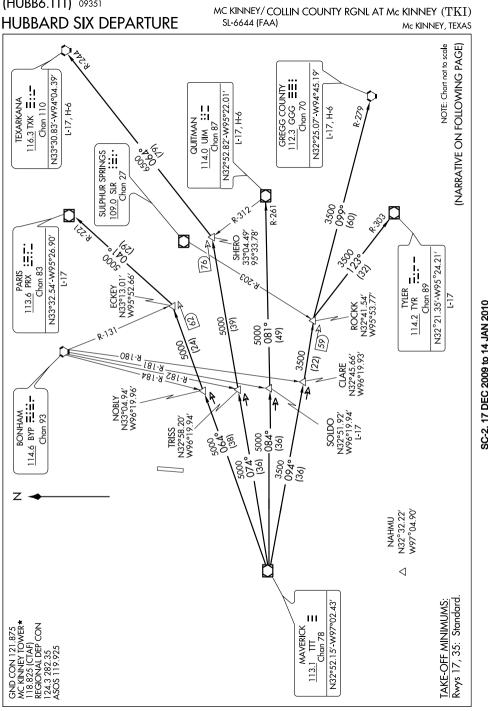
to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to

GREGS INT. Thence

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for

vector to final approach course.



(HUBBO.111) 09351 MC KINNEY/COLLIN COUNTY RGNL AT Mc KINNEY (TKT) HUBBARD SIX DEPARTURE SI-6644 (FAA) Mc KINNEY, TEXAS V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading and altitude to appropriate

route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC. PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY

INT, then via PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME. SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME

via TTT R-084 to SOLDO INT. TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:

Rwy 17:

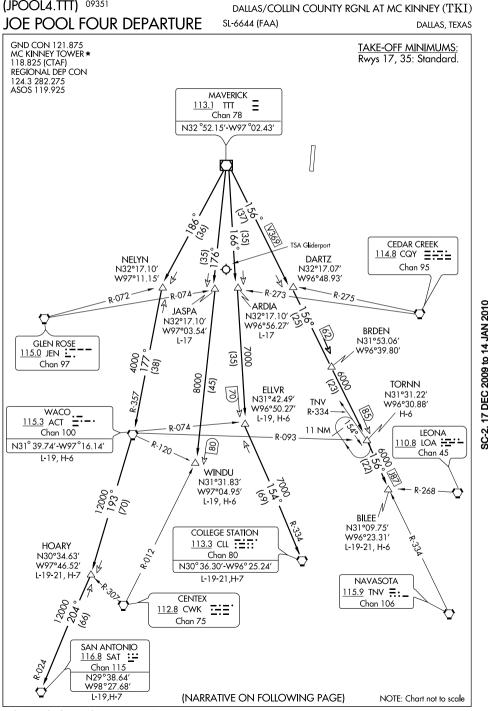
Bush 29' from departure end of runway, 499' right of centerline, 5' AGL/591' MSL.

OL on DME 400' from departure end of runway, 266' right of centerline, 16' AGL/602' MSL. Trees 784' from departure end of runway, 574' right of centerline, 39' AGL/625' MSL.

Rwy 35:

Trees 1,060' from departure end of runway, 634' right of centerline, 65' AGL/605' MSL.

Multiple trees beginning 1,532' from departure end of runway, 632' left of centerline, up to 79' AGL/626' MSL.



DALLAS, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010

V

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT

VOR/DME via TTT R-156 to BILEE INT. BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156

to BRDEN INT. COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston

Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC. ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT

VOR/DME via TTT R-166 to ELLVR INT. HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC,

then via ACT R-193 to HOARY INT. JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME

via TTT R-176 to JASPA INT. SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and

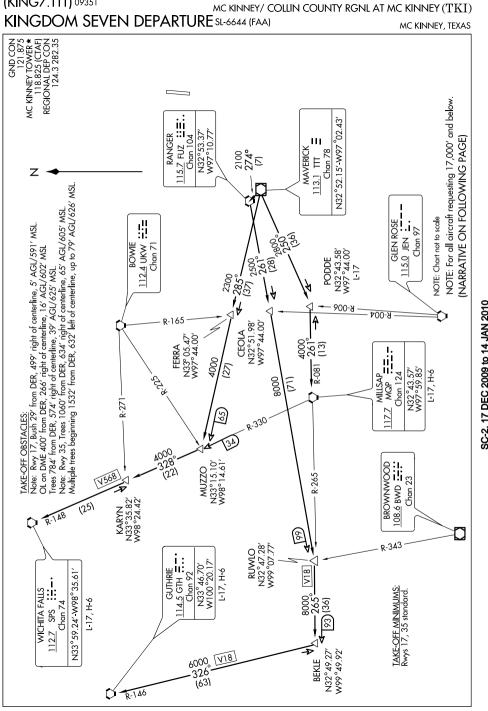
San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT

R-156 to TORNN INT. WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray

terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.



(KING/.III) 09351 MC KINNEY/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)KINGDOM SEVEN DEPARTURE SL-6644 (FAA) MC KINNEY, TEXAS

V

appropriate route.

When entering controlled airspace fly assigned heading and altitude to

DEPARTURE ROUTE DESCRIPTION

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock

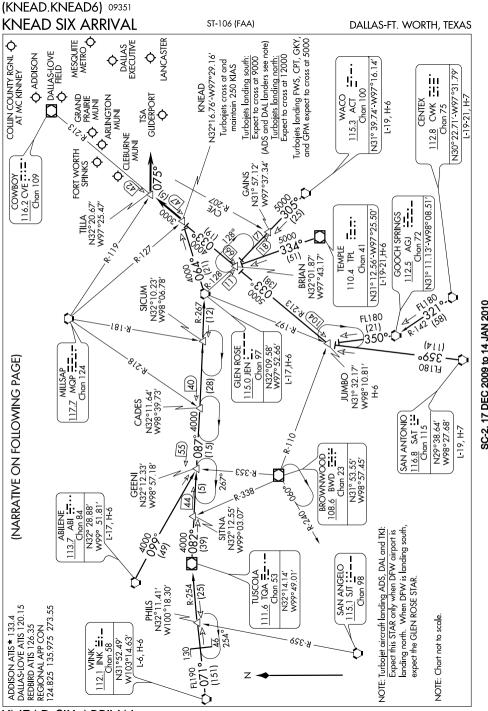
terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT,

then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC. via TTT R-250 to PODDE INT. WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the

PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME

Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZÓ INT, then via SPS R-148 to SPS VORTAC.

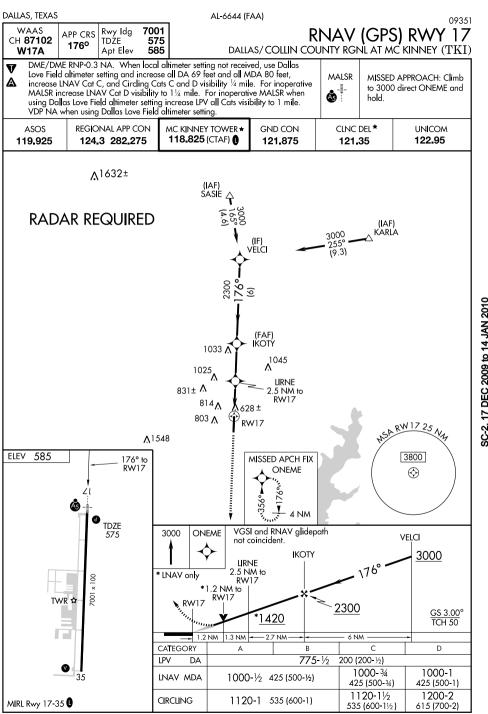


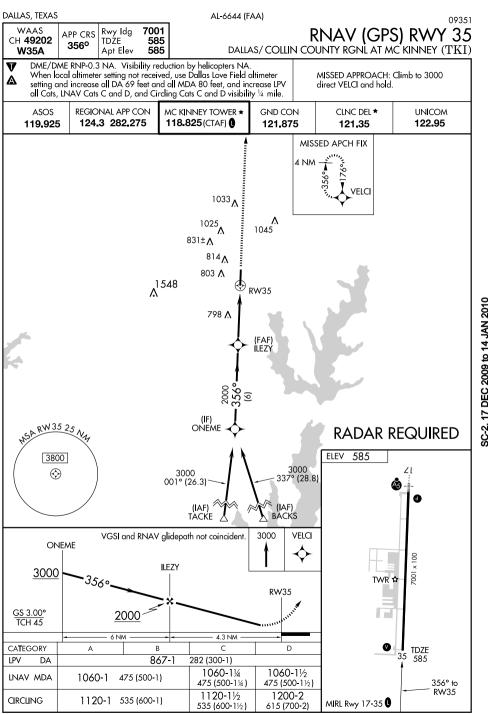
WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence

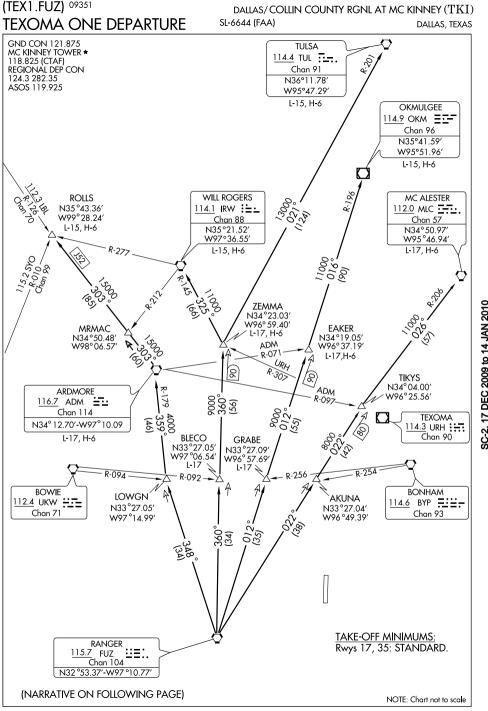
WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305

to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.







DALLAS/COLLIN COUNTY RGNL AT MC KINNEY (TKT) SL-6644 (FAA)

DALLAS, TEXAS

17 DEC 2009 to 14 .IAN 2010

V

OKM VOR/DME.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT. EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal

area) From over FUZ VORTAC via FUZ R-012 to FAKER INT

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT,

then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.)

From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.1 From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM

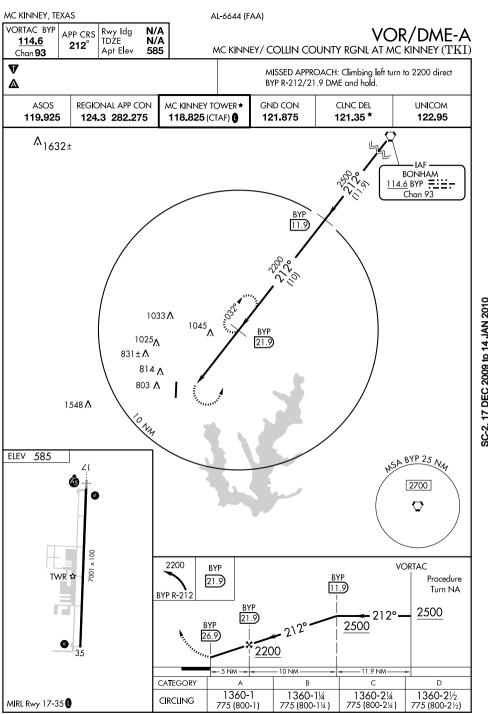
R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

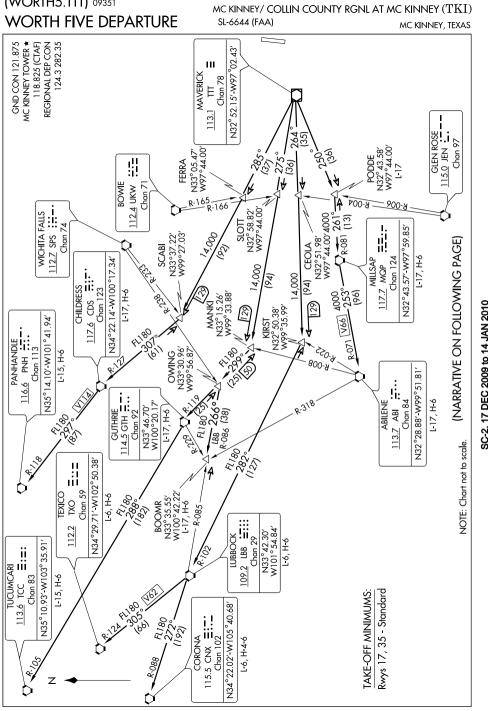
TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC

via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC. ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC

via FUZ R-360 to ZEMMA INT.





When entering controlled airspace, fly assigned heading and altitude to appropriate MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT. SC-2, 17 DEC 2009 to 14 JAN 2010 LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to

MC KINNEY, TEXAS

WORTH FIVE DEPARTURE

(WORIH5.111) 09351

V

DEPARTURE ROUTE DESCRIPTION

SL-6644 (FAA)

MC KINNEY/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

route

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI

VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to

SCABI INT, then via CDS R-127 to CDS VORTAC. CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to

KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

KIRST INT, then via LBB R-102 to LBB VORTAC.

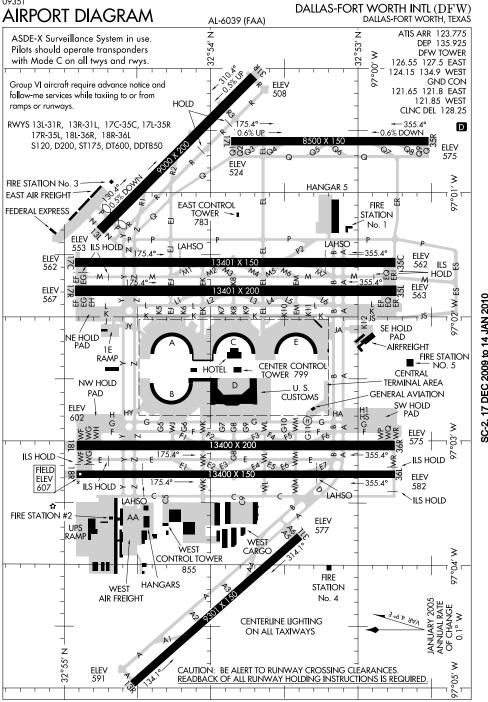
MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC. PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285

to SCABLINT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.



(AKUNA2.AKUNA) 08045 SL-6039 (FAA) DALLAS-FORT WORTH INTL (DFW) AKUNA TWO DEPARTURE (RNAV) DALLAS-FORT WORTH, TEXAS ATIS 135.925 MCALESTER GND CON ZEMMA MLC 121.65 121.8 (EAST) 121.85 (WEST) CLNC DEL 128.25 **EAKER** DFW TOWER ADM 126.55 127.5 (EAST) 124.15 134.9 (WEST) REGIONAL DEP CON 118.55 290.35 (RWY 17R/C) TIKYS 126.47 363.15 (RWY 18L/R) 125.12 353.95 (RWYS 35L/C and 36L/R) TAKE-OFF MINIMUMS Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard with minimum ATC climb of 500' per NM to 5000. Rwys 13L/R, 31L/R, 17L, 35R: NA- Air Traffic. TAKE-OFF RWYS 17C/R: Do not exceed 230K until JGIRL. TAKE-OFF RWYS 18L/R: Do not exceed 230K until YAMEL. TAKE-OFF RWYS 35L/C: Do not exceed 230K until CUZEN. TAKE-OFF RWYS 36L/R: Do not exceed 230K until HAZKL. NOTE: 1. DME/DME/IRU or GPS Required AKUNA SC-2, 17 DEC 2009 to 14 JAN 2010 2. RNAV 1 NOTE: For Turbo Jets only. 0288 GRABE **BLECO** LOWGN (22) RYNNE 03¹° (35) **CUZEN BEMMR** HAZKL 5000 230K 5000 230K **CMORE** -1080 1120-354° 354 (10) 8 174° 174° **BIGGD** 1100 080 **BINGM JGIRL** YAMEL 5000 230K 5000 230K 10.50 0829 NAVYE **CORTS BPARK FIRMN** NOTE: Chart not to scale. NOTE: Radar Required. (NARRATIVE ON FOLLOWING PAGE)

(AKUNAZ.AKUNA) 05188 SL-6039 (FAA) DALLAS-FORT WORTH INTL (DFW) AKUNA TWO DEPARTURE (RNAV) DALLAS-FORT WORTH, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010

V

DEPARTURE ROUTE DESCRIPTION

PROPS FILE AND EXPECT JACKY OR TRI-GATE DEPARTURE PROCEDURE.

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 155° course to NAVYE WP, then via 105° track to JGIRL WP, cross JGIRL WP at or above 5000, then via depicted route to AKUNA WP, Thence. . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 153° course to NAVYE WP, then via 105° track to JGIRL WP, at or above

5000, then via depicted route to AKUNA WP, Thence. . . . TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then

via 190° course to BPARK WP, then via 253° track to YAMEL WP, cross YAMEL WP at or above 5000 then via depicted route to AKUNA WP, Thence. . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 188° course to BPARK WP, then via 253° track to YAMEL WP, cross YAMEL WP at or above 5000, then via depicted route to AKUNA WP, Thence. . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to 1080, then direct CUZEN WP, cross CUZEN WP at or above 5000, then via depicted route to AKUNA WP, Thence. . . . TAKE-OFF RUNWAY 35L: Climb via 354° heading to 1080, then right turn direct

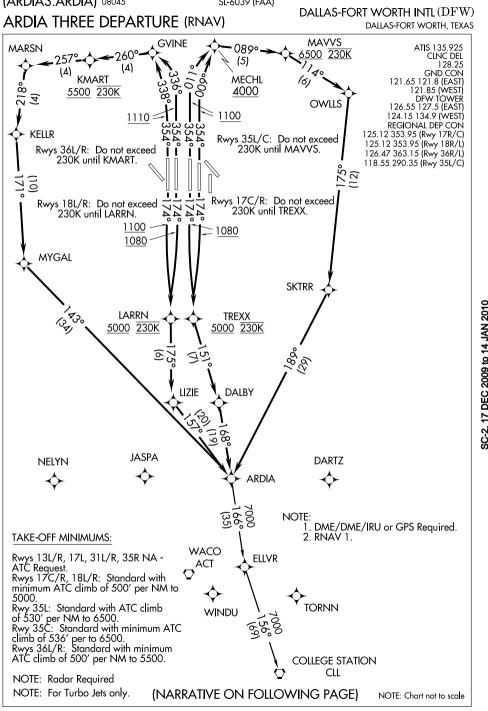
CUZEN WP, cross CUZEN WP at or above 5000, then via depicted route to AKUNA WP, Thence. . . . TAKE-OFF RUNWAY 36L: Climb via 354° heading to 1120, then direct HAZKL WP.

Cross HAZKL WP at or above 5000. Then via depicted route to AKUNA WP, Thence. . . . TAKE-OFF RUNWAY 36R: Climb via 354° heading to 1120, then left turn direct HAZKL WP, cross HAZKL WP at or above 5000, then via depicted route to

AKUNA WP, Thence. via (transition). Maintain 10,000', expect filed altitude ten minutes after

departure.

MC ALESTER TRANSITION (AKUNA2.MLC): For aircraft overflying the MLC VORTAC or intercepting J105.



(AKDIAS.AKDIA) 05300 SL-6039 (FAA) DALLAS-FORT WORTH INTL (DFW) ARDIA THREE DEPARTURE (RNAV)

DALLAS-FORT WORTH, TEXAS

V

PROPS File and expect KEENE or TRI-GATE DP.

DEPARTURE ROUTE DESCRIPTION

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX, cross TREXX at or above 5000, then via depicted route to ARDIA. Thence

TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then left turn direct TREXX, cross TREXX at or above 5000, then via depicted route to ARDIA. Thence

TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct LARRN, cross LARRN at or above 5000, then via depicted route to ARDIA. Thence

TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then left turn direct LARRN

cross LARRN at or above 5000, then via depicted route to ARDIA. Thence TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS.

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS. Cross MAVVS at or above 6500, then via depicted route to ARDIA. Thence TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via

338° course to GVINE, then via 260° track to KMART. Cross KMART at or above

5500, then via depicted route to ARDIA. Thence

Cross MAVVS at or above 6500, then via depicted route to ARDIA. Thence

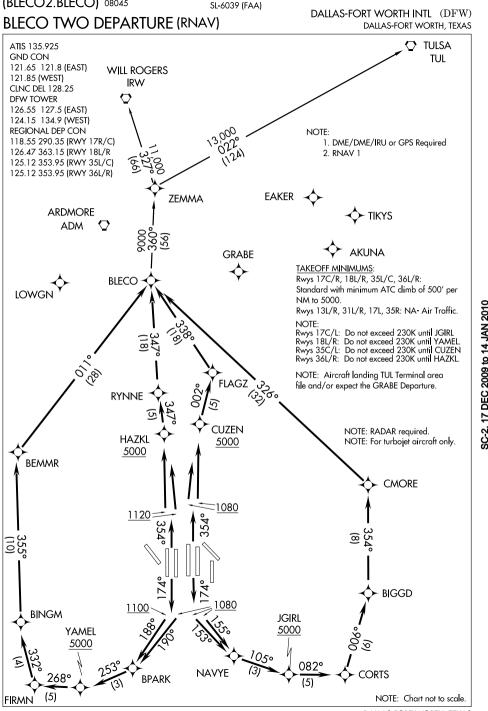
TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE, then via 260° track to KMART. Cross KMART at or above 5500, then via depicted route to ARDIA, Thence

. . via (transition). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

COLLEGE STATION TRANSITION (ARDIA3.CLL): (For turbojet aircraft inbound to West Houston terminal area airports.)

ELLVR TRANSITION (ARDIA3.ELLVR): (For turbojet aircraft inbound to Houston Hobby, EFD, GLS, and LBX.

SC-2, 17 DEC 2009 to 14 JAN 2010



SL-6039 (FAA) DALLAS-FORT WORTH INTL (DFW) NAV) DALLAS-FORT WORTH, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010

V

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT JACKY OR TRI-GATE DEPARTURE PROCEDURE.

<u>JETS</u>

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 155° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to BLECO. Thence. . . . TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then

TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 153° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to BLECO. Thence. . . .

at or above 5000, then via depicted route to BLECO. Thence. . . . TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 190° course to BPARK, then via 253° track to YAMEL, cross YAMEL at or above 5000, then via depicted route to BLECO. Thence. . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 188° course to BPARK, then via 253° track to YAMEL, cross YAMEL at or above 5000, then via depicted route to BLECO. Thence. . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to 1080, then direct CUZEN, cross CUZEN at or above 5000, then via depicted route to BLECO. Thence. . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to 1080, then right turn direct CUZEN, cross CUZEN at or above 5000, then via depicted route to BLECO. Thence. . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to 1120, then direct HAZKL, cross HAZKL at or above 5000, then via depicted route to BLECO. Thence. . . .

TAKE-OFF RUNWAY 36R: Climb via 354° heading to 1120, then left turn direct

HAZKL, cross HAZKL at or above 5000, then via depicted route to

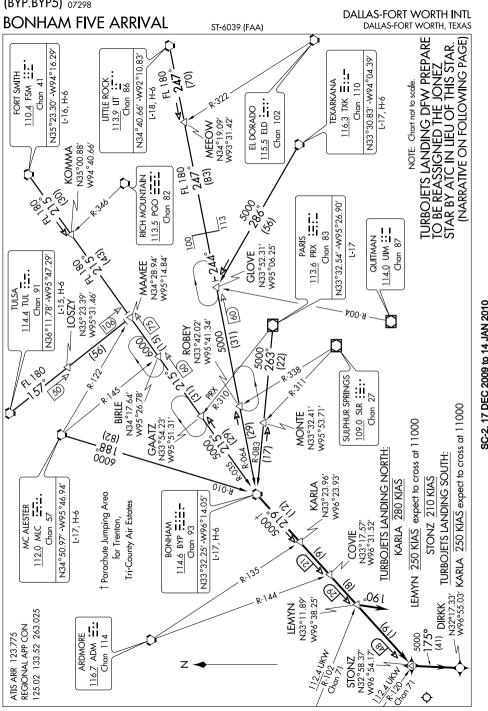
BLECO. Thence....

.... via (transition). Maintain 10,000', expect filed altitude ten minutes after departure.

TULSA TRANSITION (BLECO2.TUL): (For all aircraft overflying the TUL VORTAC).

<u>WILL ROGERS TRANSITION (BLECO2.IRW):</u> (For all aircraft inbound to Oklahoma City area or overflying the IRW VORTAC).

ZEMMA TRANSITION (BLECO2.ZEMMA): (ATC assigned).



(BYP.BYP5) 03359 BONHAM FIVE ARRIVAL

ST-6039 (FAA)

DALLAS-FORT WORTH INTL DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

FORT SMITH TRANSITION (FSM.BYP5): From over FSM VORTAC via FSM R-215 to MAMEE INT. then via BYP R-035 to BYP VORTAC. Thence. . . LITTLE ROCK TRANSITION (LIT.BYP5): From over LIT VORTAC via LIT R-247 and

BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC. Thence. . . .

MC ALESTER TRANSITION (MLC.BYP5): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC. Thence. . . .

PARIS TRANSITION (PRX.BYP5): From over PRX VOR/DME via PRX R-263 and BYP

R-083 to BYP VORTAC. Thence. . . . TEXARKANA TRANSITION (TXK.BYP5): From over TXK VORTAC via TXK R-286 to

GLOVE INT, then via BYP R-064 to BYP VORTAC. Thence. . . TULSA TRANSITION (TUL.BYP5): From over TUL VORTAC via TUL R-157 to MAMEE

INT, then via BYP R-035 to BYP VORTAC. Thence. . . .

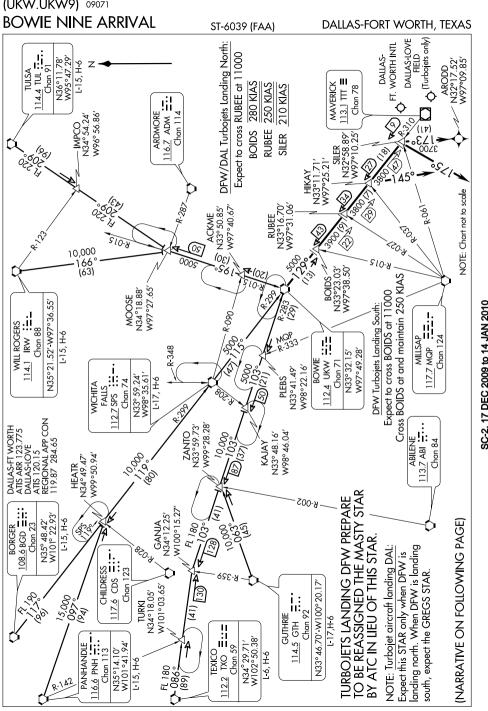
. ALL AIRCRAFT: From over BYP VORTAC via BYP R-219, thence. . . .

ALL AIRCRAFT LANDING SOUTH: To LEMYN, Expect vectors to final approach

JETS LANDING NORTH: FOR /E, /F, /G, and /R (RNP-2.0) EQUIPPED AIRCRAFT: From over STONZ INT direct DIRKK WP, expect vector to final approach course prior

to DIRKK WP. If not received by DIRKK WP fly present heading. All others to STONZ depart STONZ heading 175° for vector to final approach course. PROPS LANDING NORTH: Depart LEMYN INT heading 190°. Expect vectors

to final approach course.



(UKW.UKW9) 06327 BOWIF NINF ARRIVAL

ST-6039 (FAA)

DALLAS-FORT WORTH, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.UKW9): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . . GUTHRIF TRANSITION (GTH UKW9): From over GTH VORTAC via GTH R-063:

GUTHRIE TRANSITION (GTH.UKW9): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC. Thence. . . . PANHANDLE TRANSITION (PNH.UKW9): From over PNH VORTAC via PNH R-097

to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC.

TEXICO TRANSITION (TXO.UKW9): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC. Thence. . . . TULSA TRANSITION (TUL.UKW9): From over TUL VORTAC via TUL R-209 to

MOOSE INT, then via UKW R-015 to UKW VORTAC. Thence. . . .
WICHITA FALLS TRANSITION (SPS.UKW9): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .

WILL ROGERS TRANSITION (IRW.UKW9): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC. Thence. . . .

..... <u>ALL AIRCRAFT:</u> From over UKW VORTAC via UKW R-129 and TTT R-310.

Thence. . . .

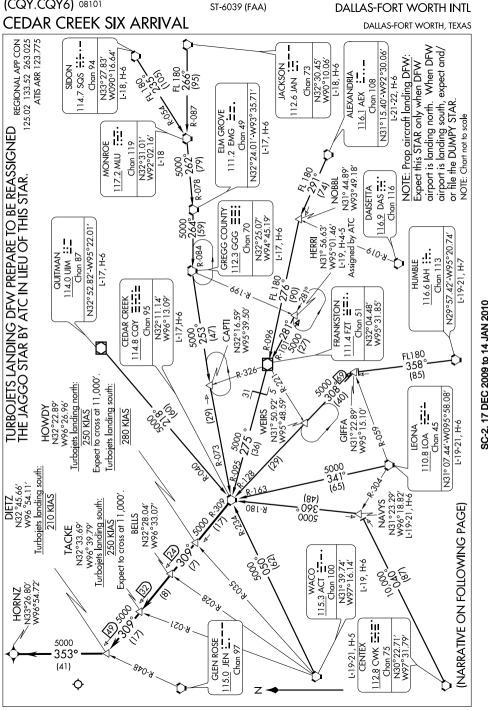
.... ALL AIRCRAFT LANDING SOUTH: To HIKAY INT, expect vectors to final approach course.

.... <u>RNAV CAPABLE JETS LANDING NORTH:</u> From over SILER INT direct ARODD WP, expect vectors to final approach course prior to ARODD WP.

If not received by ARODD WP fly present heading. DME/DME/IRU or GPS required. Pilots of RNP capable aircraft use RNP 2.0. Type B. PROPS LANDING NORTH: To HIKAY INT, depart HIKAY INT heading

.... PROPS LANDING NORTH: To HIKAY INT, depart HIKAY INT heading 145° for vector to final approach course.
.... ALL OTHERS: To SILER INT depart SILER INT heading 175° for vector

to final approach course.



(CQY.CQY6) 03359 ST-6039 (FAA)

CEDAR CREEK SIX ARRIVAL

DALLAS-FORT WORTH INTL DALLAS-FORT WORTH, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION ALEXANDRIA TRANSITION (AEX.CQY6): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY

R-095 to CQY VORTAC. Thence . . . CENTEX TRANSITION (CWK.CQY6): From over CWK VORTAC via CWK R-040 to

NAVYS INT, then via CQY R-180 to CQY VORTAC, Thence

ELM GROVÉ TRANSITION (EMG.CQY6): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY

VORTAC. Thence

GREGG COUNTY TRANSITION (GGG.CQY6): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC. Thence . . .

HERRI TRANSITION (HERRI.CQY6): (Assigned by ATC) From over HERRI INT via FZT

R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC. Thence

HUMBLE TRANSITION (IAH.CQY6): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC. Thence JACKSON TRANSITION (JAN.CQY6): From over JAN VORTAC via JAN R-266 and MLU

R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to

CQY VORTAC. Thence LEONA TRANSITION (LOA.CQY6): From over LOA VORTAC via LOA R-341 and CQY

R-163 to CQY VORTAC. Thence. . . MONROE TRANSITION (MLU.CQY6): From over MLU VORTAC via MLU R-262 and

EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC,

then via GGG R-253 and CQY R-073 to CQY VORTAC. Thence NAVYS TRANSITION (NAVYS.CQY6): From over NAVYS INT via CQY R-180 to CQY VORTAC. Thence

QUITMAN TRANSITION (UIM.CQY6): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC. Thence

SIDON TRANSITION (SQS.CQY6): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and

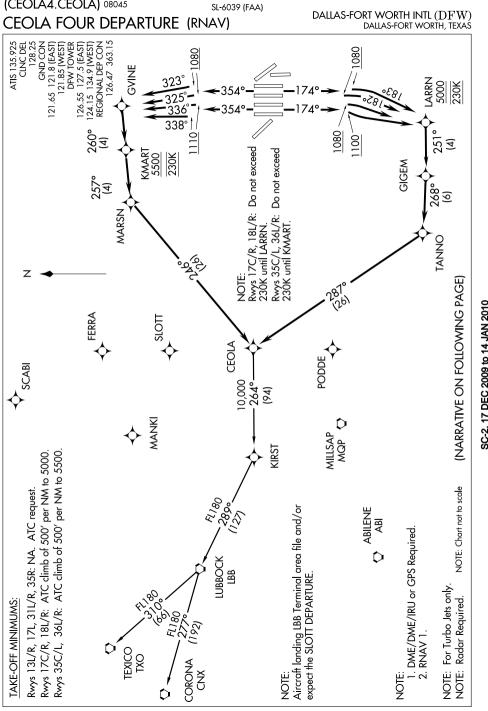
CQY R-073 to CQY VORTAC. Thence WACO TRANSITION (ACT.CQY6): From over ACT VORTAC via ACT R-050 and

CQY R-234 to CQY VORTAC. Thence

.ALL AIRCRAFT: From over CQY VORTAC via CQY R-309, thence:

JETS LANDING SOUTH: FOR /E, /F, /G, and /R (RNP-2.0) EQUIPPED AIRCRAFT: From over DIETZ INT direct HORNZ WP, expect vector to final approach course prior to HORNZ WP. If not received by HORNZ WP fly present heading. All others to DIETZ INT depart DIETZ INT heading 350° for vector to final approach course.

ALL AIRCRAFT LANDING NORTH: To TACKE INT, expect vectors to final approach course.



(CEOLA4.CEOLA) 08045 SL-6039 (FAA) DALLAS-FORT WORTH INTL (DFW) CEOLA FOUR DEPARTURE (RNAV)

DALLAS-FORT WORTH, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010

V

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT KINGDOM OR COYOTE DEPARTURE

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 183° course to LARRN, cross LARRN at or above 5000, then via depicted route to CEOLA. Thence. .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 182° course to LARRN, cross LARNN at or above 5000, then via depicted route to

CEOLA. Thence....

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then right turn direct LARRN, cross LARRN at or above 5000, then via depicted route to CEOLA. Thence. . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then left turn direct LARRN, cross LARRN at or above 5000, then via depicted route to

CEOLA. Thence. . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1080, then via 323° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then

via depicted route to CEOLA. Thence. . . TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1080, then via 325°

course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to CEOLA. Thence. . . . TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to CEOLA. Thence. . . .

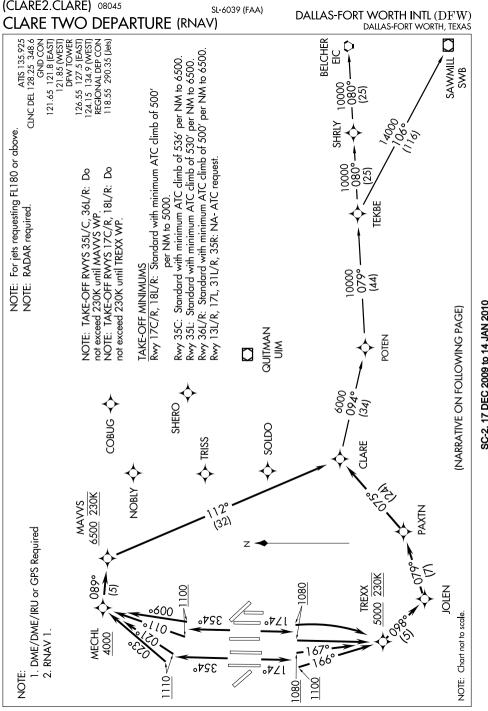
TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to CEOLA. Thence. . . .

. . . . via (transition). Maintain 10,000 feet, expect filed altitude within ten minutes after departure.

CORONA TRANSITION (CEOLA4.CNX)

LUBBOCK TRANSITION (CEOLA4.LBB)

TEXICO TRANSITION (CEOLA4.TXO)



V

PROPS

FILE AND EXPECT WYLIE OR HUBBARD DEPARTURE

JETS

Jets requesting 17000 and below expect GARLAND DEPARTURE

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct

TREXX WP, cross TREXX WP at or above 5000, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 167° course to TREXX, cross TREXX WP at or above 5000, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 166° course to TREXX WP, cross TREXX WP at or above 5000, then via depicted route to

CLARE WP. Thence....

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009°

course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 023° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to CLARE WP. Thence....

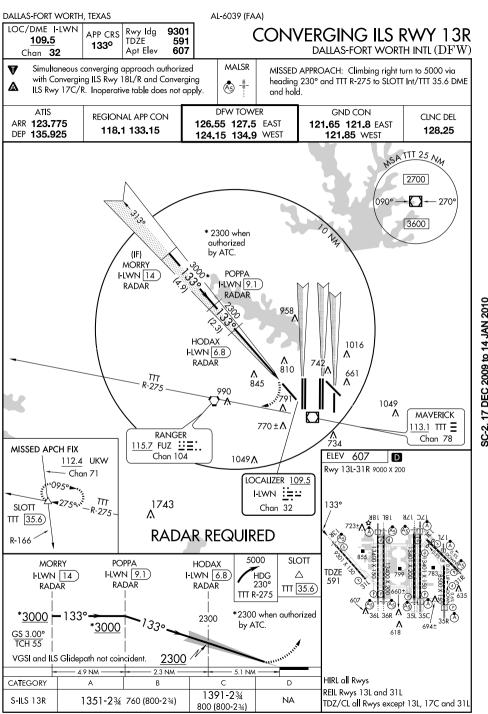
course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS at or above 6500, then via depicted route to CLARE WP. Thence....

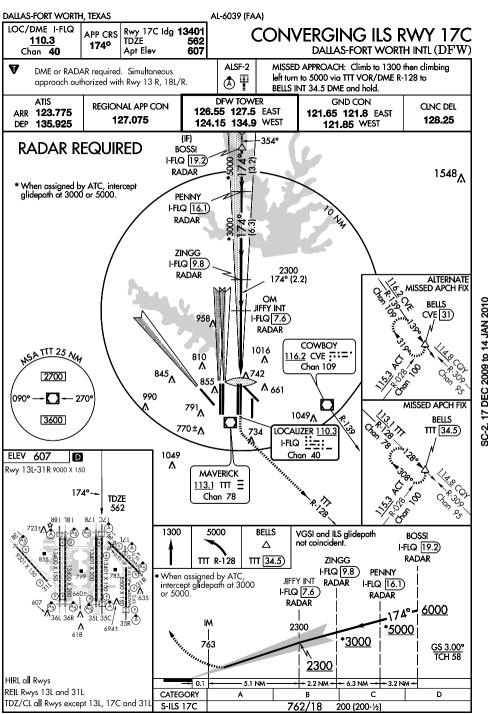
TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 021°

....via (TRANSITION). Maintain 10000. Expect filed altitude within 10 minutes after departure.

BELCHER TRANSITION (CLARE2.EIC): For aircraft inbound to JAN and MLU TERMINAL AREAS only.

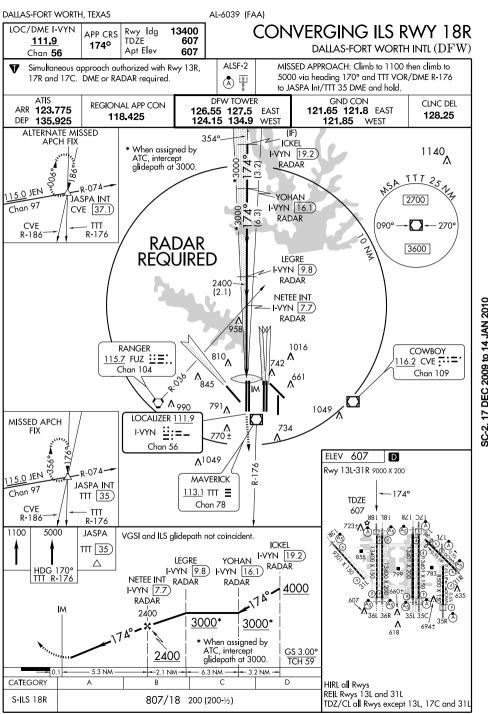
SAWMILL TRANSITION (CLARE2.SWB)

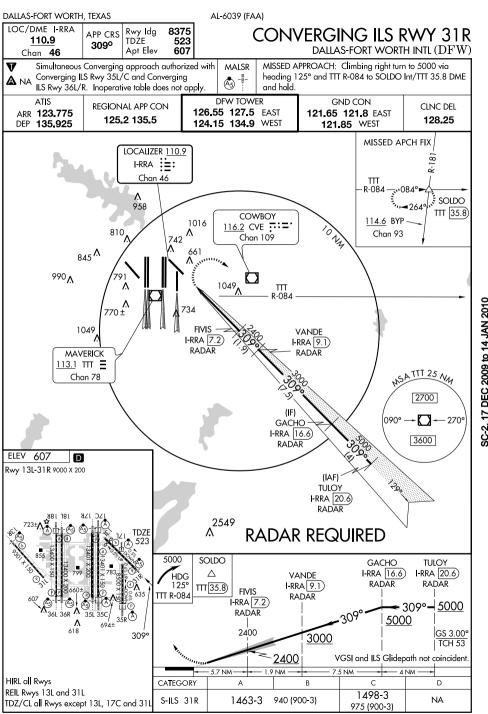


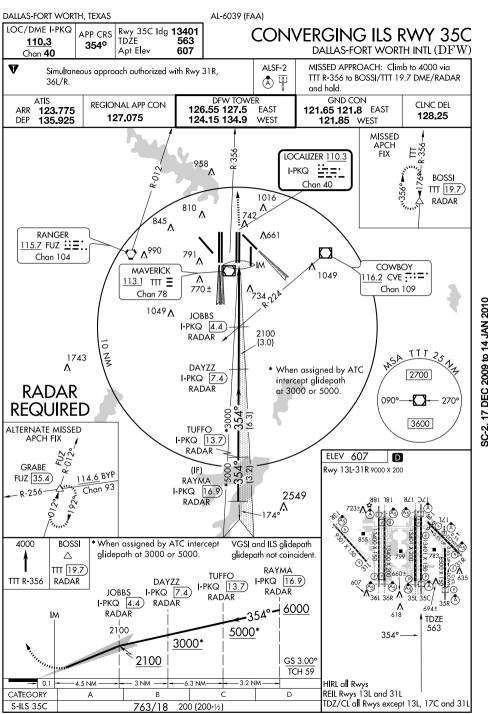


DALLAS-FORT WORTH, TEXAS AL-6039 (FAA) LOC/DME I-JHZ Rwy Ida 13401 CONVERGING ILS RWY 17R APP CRS 111.35 TDŹE 567 174° DALLAS-FORT WORTH INTL (DFW) Chan 50 (Y) Apt Elev 607 MISSED APPROACH: Climb to 1000 then climbing MALSR DME or RADAR required. Simultaneous approach V left turn to 5000 via TTT VOR/DME R-128 to (Å5) ----authorized with Rwy 13R, 18L/R. BELLS INT/TTT 34.5 DME and hold. DFW TOWER GND CON ATIS REGIONAL APP CON CLNC DEL ARR 123.775 126.55 127.5 EAST 121.65 121.8 EAST 128.25 127.075 WEST DEP 135.925 124.15 134.9 121.85 WEST (IF) NETTS R-354 ALTERNATE * When assigned by ATC Chan 109 (1) MISSED intercept glidepath at 3000 I-JHZ 19.2) APCH FIX or 5000. RADAR 1548 ↑ GARZA **BELLS** I-JHZ 16.1 CVE 31) SATTT 25 ML RADAR 2700 090° 2709 YALTA 2200 I-JHZ 9.8) 174° (2.5) 3600 RADAR SC-2, 17 DEC 2009 to 14, IAN 2010 **BBAKR INT** 958^ I-JHZ (7.3) RADAR 1016 RANGER COWBOY <u>۾ 10</u> ۸ 11*5.7* FUZ **∷≣**:. 116.2 CVE ...= Chan 104 **∧**742 ∕**∧** 845 Chan 109 1,661 **1** 990 ⁷⁹¹∧ **RADAR** 1049 A **REQUIRED** 770±Λ -R/20 MISSED APCH FIX LOCALIZER 111.35 ELEV 607 1049 MAVERICK I-JHZ 113.1 TTT **Ξ BELLS** Rwy 13L-31R 9000 x 200 Chan 50 (Y) TTT 34.5) Chan 78 174° TDZE 567 1000 5000 BFILS **NETTS** I-JHZ 19.2) Δ GARZA RADAR TTT 34.5 TTT R-128 YALTA I-JHZ 16.1 I-JHZ 9.8 RADAR When assigned by ATC intercept glidepath at 3000 or 5000. BBAKR INT RADAR I-JHZ (7.3) RADAR 174° - 6000 VGSI and ILS glidepath not coincident. 2200 *5000 *3000 618 GS 3.00° 2200 TCH 52 HIRL all Rwys 2.5 NM --- 6.3 NM --- 3.2 NM --4.9 NM REIL Rwys 13L and 31L CATEGORY TDZ/CL all Rwys except 13L, 17C and 31L S-ILS 17R 767/18 200 (200-1/2)

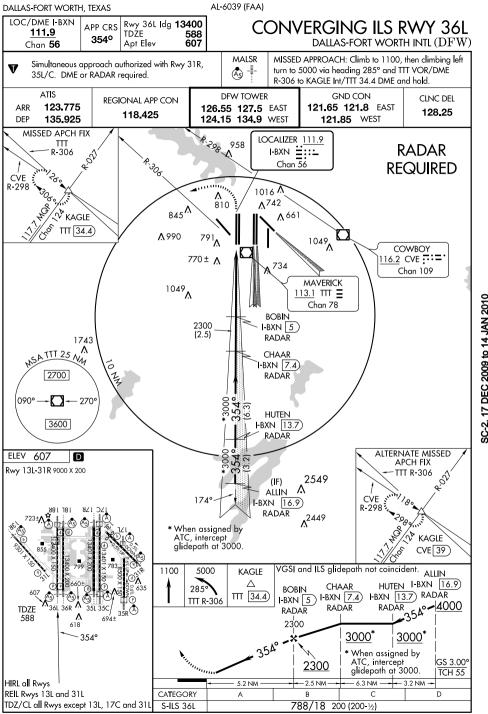
DALLAS-FORT WORTH, TEXAS AL-6039 (FAA) LOC/DME I-CIX Rwy Ida 13400 **CONVERGING ILS RWY 18L** APP CRS 110.55 TDŹE 602 174° Apt Elev DALLAS-FORT WORTH INTL (DFW) 607 Chan 42 (Y) MALSR Simultaneous approach authorized with Rwy 13R, 17C/R. MISSED APPROACH: Climb to 5000 then left turn via heading 170° and TTT VOR/DME R-176 to JASPA DME or RADAR required. INT/TTT 35 DME and hold. DFW TOWER ATIS GND CON CINC DEL REGIONAL APP CON ARR 123.775 126.55 127.5 EAST 121.65 121.8 EAST 128.25 118.425 DEP 135.925 124.15 134.9 WEST 121.85 WEST ALTERNATE MISSED (IF) 354° RADAR REQUIRED GRÜCH APCH FIX I-CIX 16.7) 00 7 (7 (8) * When assigned by ATC, intercept alidepath at 3000. ALIGN R-074 115.0 JEN I-CIX 13.5 JASPA Chan 97 RADAR CVE 37.1) CVE TTT R-186 R-176 MISSED APCH UDALL FIX 2300 I-CIX 7.2) (2.3)RADAR HASTY 115.0 JEN 88 SC-2, 17 DEC 2009 to 14 JAN 2010 I-CIX 4.9) R-074 RADAR JASPA Chan 97 958 TTT 35 CVE **^**1016 TTT R-186 MSATTT 25 NA R-176 810 ⁸⁴⁵∧ ۸ 742 2700 990 A ⁷⁹¹∧ 1049 090° 3600 770±∧ LOCALIZER 110.55 ۸⁷³⁴ I-CIX <u>∷:-</u>: MAVERICK ELEV Chan 42 (Y) 113.1 TTT **Ξ** 607 Chan 78 Rwy 13L-31R 9000 x 200 **TDZE** 174° 602 ¹⁷⁴³ ∧ 5000 JASPA UDALL **ALIGN** GRUCH Δ I-CIX 7.2) I-CIX 16.7) I-CIX 13.5) HDG 170° TTT 35 RADAR RADAR RADAR TTT R-176 **HASTY** I-CIX 4.9) 4000 VGSI and ILS glidepath not RADAR coincident. 36L 36R 2300 3000* 3000* 618 GS 3.00° * When assigned by TCH 55 2300 ATC, intercept glidepath at 3000 HIRL all Rwys 5.1 NM -2.3 NM-6.3 NM-------3.2 NM-REIL Rwys 13L and 31L CATEGORY D TDZ/CL all Rwys except 13L, 17C and 31L S-ILS 18L 802/18 200 (200-1/2)

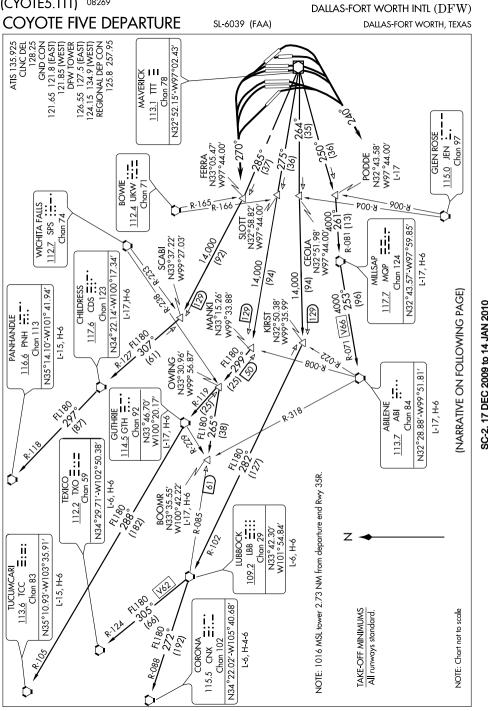






DALLAS-FORT WORTH, TEXAS AL-6039 (FAA) Rwy Idg 13401 LOC/DME I-UWX **CONVERGING ILS RWY 35L** APP CRS 564 111.35 TDZE 354° DALLAS-FORT WORTH INTL (DFW) Chan 50 (Y) Apt Elev 607 MALSR v MISSED APPROACH: Climb to 4000 via TTT VOR/DME R-356 DME or RADAR required. Simultaneous approach authorized with Rwy 31R, 36L/R. to BOSSI/TTT 19.7 DME/RADAR and hold. ATIS DFW TOWER GND CON REGIONAL APP CON CLNC DEL ARR 123.775 126.55 127.5 EAST 121.65 121.8 EAST 127.075 128.25 135.925 124.15 134.9 121.85 WEST MISSED APCH FIX **RADAR** TTT R-356 TTT R-356 **RFQUIRFD** LOCALIZER 111.35 958 I-UWX ::= BOSSI TTT 19.7 Chan 50 (Y) ALTERNATE RADAR MISSED APCH FIX Λ₁₀₁₆ MAVERICK **∧**810 **GRABE** 113.1 πτ Ξ **∧**742 FUZ 35.4 **∧** 845 Chan 78 Λ 661 **1** 990 RANGER 791 **^** <u>115.7</u> FUZ **∷Ξ**: FUZ R-012 $\Lambda 1049$ 770 ±∧ Chan 104 SC-2 17 DEC 2009 to 14 JAN 2010 Λ734 **BEGGO INT** I-UWX [5.1] RADAR * When assigned by 2300 ATC, intercept 354° (2.4) glidepath at 3000' DALLN 1743 **^** I-UWX 7.4 * 3000 RADAR (6.3)TTT 2514 CORMN I-UWX 13.7) ELEV 607 **RADAR** D 2700 5000 Rwy 13L-31R 9000 X 200 (3.2)(IF) TANDE 090° 270° I-UWX 16.9 RADAR 3600 A ₂₅₄₉ R-174 * When assigned by ATC, intercept glidepath at 3000'. 4000 BOSSI **TANDE** TTT 19.7 I-UWX 16.9) **CORMN** RADAR I-UWX 13.7 RADAR TTT R-356 DALLN **BEGGO INT RADAR** I-UWX 7.4 Λ_{36L 36R} Λ 35R(A) I-UWX [5.1] RADAR RADAR 618 60<u>00</u> -354° **TDZE** VGSI and ILS glidepath 564 not coincident. 2300 5000 *3000 354° GS 3.00° 230Ó TCH 47 3.2 NM -6.3 NM 2.4 NM -5.2 NM HIRL all Rwys CATEGORY В C D REIL Rwys 13L and 31L S-ILS 35L 764/18 200 (200-1/2) TDZ/CL all Rwys except 13L, 17C and 31L





DALLAS-FORT WORTH, TEXAS

17 DEC 2009 to 14 .IAN 2010

V

DEPARTURE ROUTE DESCRIPTION

JETS

Expect the WORTH DEPARTURE

PROPS

TAKE-OFF RUNWAYS 13L/R, 17L/C/R, 18L/R: Fly heading 240°, expect vector to appropriate route. Thence . . . TAKE-OFF RUNWAYS 31L/R, 35L/C/R, 36L/R: Fly heading 270°, expect

vector to appropriate route. Thence....

.... Maintain 2,000 feet and expect filed altitude 10 minutes after departure.

ABILENE TRANSITION (CYOTES ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

PANHANDLE TRANSITION (CYOTE5.PNH): From over TTT VOR/DME via TTT R-285 to SCABLINT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

BOOMR TRANSITION (CYOTE5.BOOMR): (For aircraft inbound to Lubbock Terminal area.) From over TTT VOR/DME via TTT R-275 to MANKLINT.

then via GTH R-119 to OWING INT, then via LBB R-085 to BOOMR INT. CHILDRESS TRANSITION (CYOTE5.CDS): From over TTT VOR/DME via TTT

R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC. CORONA TRANSITION (CYOTE5.CNX): From over TTT VOR/DME via TTT

R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (CYOTE5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (CYOTE5.LBB): From over TTT VOR/DME via TTT R-264

to KIRST INT, the via LBB R-102 to LBB VORTAC. MILLSAP TRANSITION (CYOTE5.MQP): From over TTT VOR/DME via TTT R-250

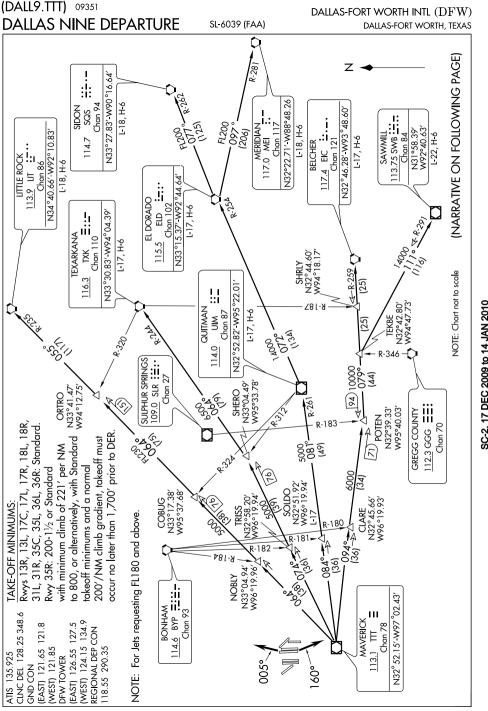
to PODDE INT, then via MQP R-081 to MQP VORTAC

PODDE TRANSITION (CYOTE5.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (CYOTE5.TXO): From over TTT VOR/DME via TTT R-264

to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (CYOTE5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.



(DALL9.TT) 09351 DALLAS-FORT WORTH INTL (DFW) DALLAS NINE DEPARTURE SL-6039 (FAA) DALLAS-FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

SC-2, 17 DEC 2009 to 14 JAN 2010

V

PROPS

Expect WYLIE or HUBBARD DEPARTURE.

JFTS

Jets requesting 17,000 and below expect GARLAND Departure. Unless otherwise advised, maintain 10,000 feet and expect filed altitude 10 minutes after departure. Maintain 240 KIAS until leaving 5,000 ft.

TAKE-OFF RUNWAYS 13L/R, 31L/R, 17L, 35R, 18L/R, 36L/R: Climb via assigned heading and altitude, expect vector to appropriate route.

TAKE-OFF RUNWAYS 17C/R: Climb via heading 160°, expect vector to appropriate route. TAKE-OFF RUNWAYS 35L/C: Climb via heading 005°, expect vector to appropriate route.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via

EIC R-259 to EIC VORTAC. EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to Memphis Terminal

area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC. MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal

area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME. SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to

SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

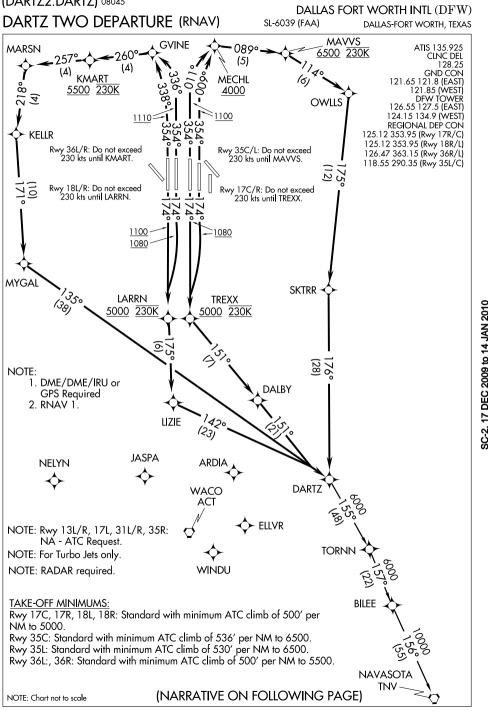
SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES: Rwy 31L: Multiple trees, 928' to 2034' from DER, 724' to 873' left of centerline, up to 32' AGL/654' MSL.

and ELD R-254 to ELD VORTAC.

Rwy 35R: Multiple Buildings beginning 5443' from DER, 202' right of centerline, up to 173' AGL/714'MSL.



(DAKIZZ.DAKIZ)05244 DARTZ TWO DEPARTURE (RNAV) SL-6039 (FAA) DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010

V

DEPARTURE ROUTE DESCRIPTION **PROPS**

File and expect KEENE or TRI-GATE DP.

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to to DARTZ WP, Thence TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX WP,

cross TREXX at or above 5000, then via depicted route to DARTZ WP, Thence TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct LARRN WP, cross LARRN WP at or above 5000, then via depicted route to DARTZ WP,

Thence . . . TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then direct LARRN WP,

cross LARRN WP at or above 5000, then via depicted route to DARTZ WP, Thence . . . TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via

009° course to MECHL, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to DARTZ WP, Thence

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to

MAVVS, cross MAVVS WP at or above 6500, then via depicted route to DARTZ WP, Thence . . . TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via

338° course to GVINE WP, then via 260° track to KMART WP, cross KMART WP at or

above 5500, then via depicted route DARTZ WP, Thence TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE WP, then via 260° track to KMART, cross KMART WP at or above 5500, the via depicted route to DARTZ WP, Thence

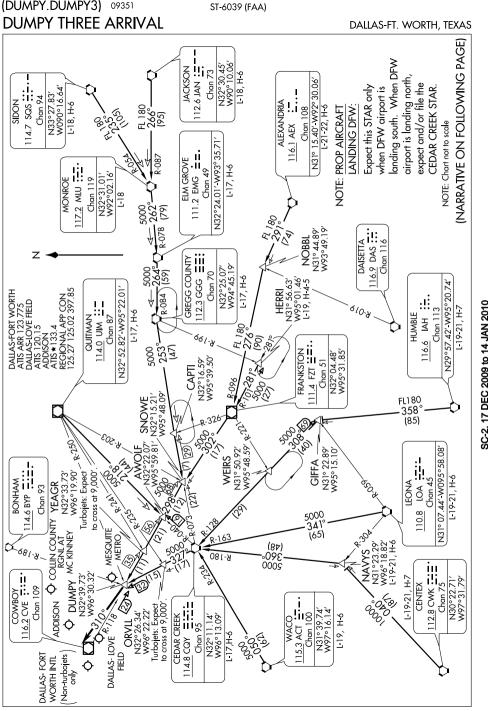
. via (transition). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

TORNN TRANSITION (DARTZ2.TORNN): (For aircraft landing Lafayette,

Lake Charles or Beaumont/Port Arthur airports)

BILEE TRANSITION (DARTZ2.BILEE): (For aircraft overflying the Bilee intersection, thence via the appropriate STAR to George Bush Intercontinental or Eastern Houston terminal airports.)

NAVASOTA TRANSITION (DARTZ2.TNV)



ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC, then via CQY R-327 to

DUMPY INT. Thence ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264

and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT.

then via CVE R-118 to DUMPY INT. Thence

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT

R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT.

then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU

R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT. MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and

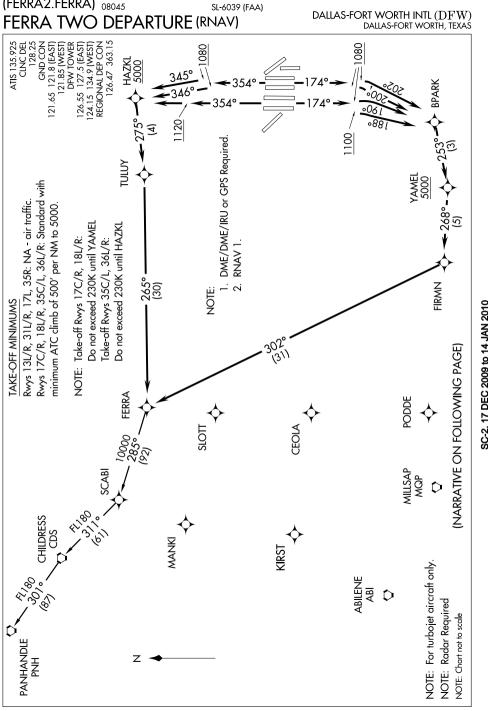
EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT.

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC,

then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence

. . . . From over DUMPY INT. LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course. LANDING NORTH: Expect vectors to final approach course.



DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT KINGDOM OR COYOTE DEPARTURE

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 202° course to BPARK, then via 253° track to YAMEL, cross YAMEL at or above 5000, then via depicted route to FERRA. Thence....

TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 200° course to BPARK, then via 253° track to YAMEL, cross YAMEL at or above 5000, then via depicted route to FERRA. Thence....

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 190° course to BPARK, then via 253° track to YAMEL, cross YAMEL at or above 5000, then via depicted route to FERRA. Thence....

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then

via 188° course to BPARK, then via 253° track to YAMEL, cross YAMEL at or above 5000, then via depicted route to FERRA. Thence....
TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1080, then

via 345° course to HAZKL, cross HAZKL at or above 5000, then via depicted route to FERRA. Thence....

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1080, then via 346° course to HAZKL, gross HAZKL, at or above 5000, then via

via 346° course to HAZKL, cross HAZKL at or above 5000, then via depicted route to FERRA. Thence.... TAKE-OFF RUNWAY 36L: Climb via 354° heading to 1120, then direct

HAZKL, cross HAZKL at or above 5000, then via 275° track to TULUY, then via depicted route to FERRA. Thence....

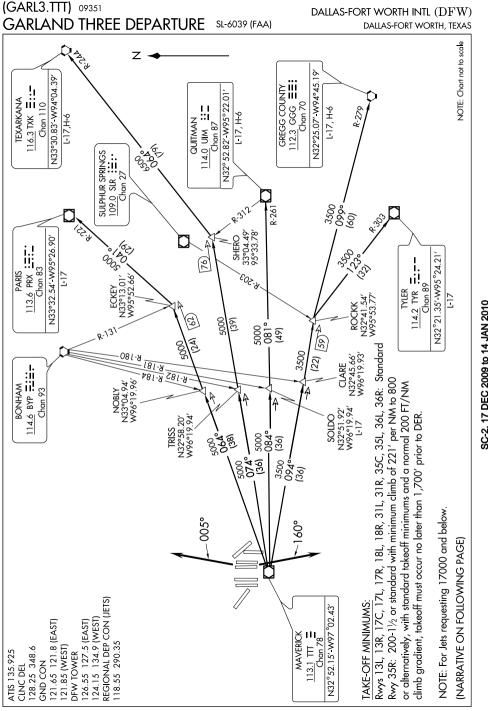
TAKE-OFF RUNWAY 36R: Climb via 354° heading to 1120, then direct

HAZKL, cross HAZKL at or above 5000, then via 275° track to TULUY, then via depicted route to FERRA. Thence....

.... via (transition). Maintain 10,000 feet, expect filed altitude ten minutes after departure.

CHILDRESS TRANSITION (FERRA2.CDS)

PANHANDLE TRANSITION (FERRA2.PNH)



(GARL3.TTT) 09351 DALLAS-FORT WORTH INTL (DFW) GARLAND THREE DEPARTURE SL-6039 (FAA) DALLAS-FORT WORTH, TEXAS

V

PROPS Expect WYLIE or HUBBARD Departure.

DEPARTURE ROUTE DESCRIPTION

JETS

UNLESS OTHERWISE ADVISED, MAINTAIN 10,000' AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE. MAINTAIN 240 KIAS UNTIL LEAVING 5,000'.

TAKE-OFF RUNWAY 13L/R, 17L, 18L/R, 31L/R, 35R, 36L/R: Fly assigned heading and altitude, expect vector to appropriate route.

TÁKE-ÖFF RUNWAY 17C/R: Climb via heading 160°, expect vector to appropriate route.

TAKE-OFF RUNWAY 35C/L: Climb via heading 005°, expect vector to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC. PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY

INT, then via PRX R-221 to PRX VOR/DME. QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to

SOLDO INT, then via UIM R-261 to UIM VOR/DME. SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074

to SHERO INT, then via TXK R-244 to TXK VORTAC. TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES: Rwy 31L: Multiple trees, 928' to 2034' from DER, 724' to 873' left of centerline, up to 32' AGL/654' MSL.

Rwy 35R: Multiple Buildings beginning 5443' from DER, 202' right of centerline, up to 173' AGL/714'MSL.

SC-2, 17 DEC 2009 to 14 JAN 2010

(JEN.JEN9) 09351		
GLEN ROSE NINE ARRIVAL	_ ST-6039 (FAA)	DALLAS-FT. WORTH, TEXAS
3000 355° R-171 351° AG R-171 3000 (B)	CURLE N32° 33.76 N32° 33.76 SABI 7° 30.47 7° 30.47 7° 30.47 7° 43.17 118.17	WACO :=
F THIS STAR. FTHIS STAR. RANGER Chan 104 Chan 104 N932°44	Chan 97 Chan 9	GOOCH S 112.5 AG N31911.13 ⁽¹⁾
10 KIAS	hon 84 88-w99 51.81) CADES 88-w99 11.64 N32 11.64 N32 12.33 W98 57.18 N32 12.33 W98 57.18 (15) (15)	8
DALLAS-FORT WORTH Turbojets landing South: ADDISON ATIS * 133.4 ADDISON ATIS * 133.4 Cross FEVER at 280 KIAS. BALLAS-LOVE ATIS 20.15 Cross DELMO at and maintain 2 Turbojets landing North: Expect to cross FEVER at 250 KIAS. Turbojets landing North: Expect to cross FEVER at and maintain 25 Cross FEVER at and maintain 25 Turbojets landing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets Longing North: Expect to cross FEVER at and maintain 25 Turbojets	S S 1.41' (49)' (4	NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing south.

DALLAS-FT. WORTH, TEXAS ABILENE TRANSITION (ABI.JEN9): From over ABI VORTAC via R-099 to GEENI INT,

SC-2, 17 DEC 2009 to 14 JAN 2010

ST-6039 (FAA)

GLEN ROSE NINE ARRIVAL

(JEIN.JEINY) 09351

ARRIVAL DESCRIPTION

then via JEN R-267 to JEN VORTAC. Thence. . . . CENTEX TRANSITION (CWK.JEN9): From over CWK VORTAC via CWK R-321 and

AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence

JUMBO TRANSITION (JUMBO.JEN9): From over JUMBO INT via JEN R-197 to JEN VORTAC. Thence

SAN ANTONIO TRANSITION (SAT.JEN9): From over SAT VORTAC via SAT R-359

to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence WACO TRANSITION (ACT.JEN9): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC. Thence. . . .

WINK TRANSITION (INK.JEN9): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC Thence

.... ALL AIRCRAFT: From over JEN VORTAC via JEN R-039, thence . . .

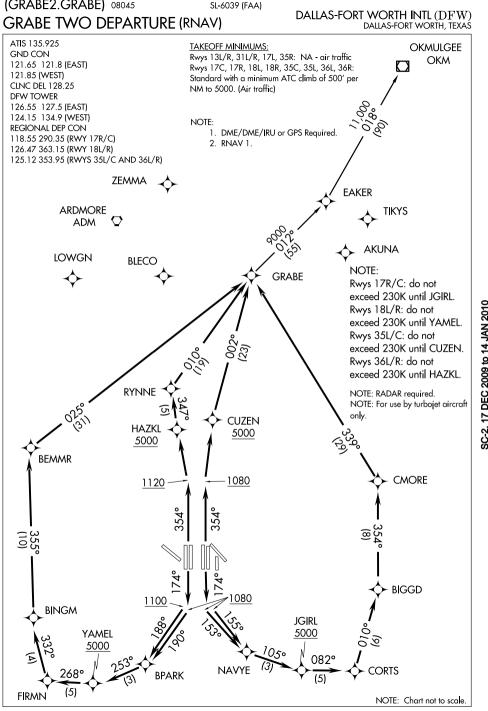
ALL AIRCRAFT LANDING NORTH: To CURLE INT, expect vectors to final approach course.

JETS LANDING SOUTH: To DELMO, depart DELMO heading 355°.

For /E, /F, /G and /R (RNP 2.0) EQUIPMENT SUFFIXED AIRCRAFT: From over DELMO WP direct TEVON WP, expect vector to final approach course prior to TEVON WP. If not received by TEVON fly present heading.

NON TURBOJETS LANDING SOUTH: To CURLE INT, depart CURLE heading 010°

for vectors to final approach course. AIRCRAFT LANDING DAL, ADS, TKI: To DELMO INT, depart DELMO via FUZ R-171 to FUZ VORTAC then FUZ R-064 to HURBS INT, expect vectors to final approach course.



(GRABEZ.GRABE) 05188 SL-6039 (FAA) DALLAS-FORT WORTH INTL (DFW) GRABE TWO DEPARTURE (RNAV) DALLAS-FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

77

PROPS

FILE AND EXPECT JACKY OR TRI-GATE DEPARTURE PROCEDURE.

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 155° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to GRABE. Thence. . . . TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then

via 153° course to NAVYE, then via 105° track to JGIRL, cross JGIRL

at or above 5000, then via depicted route to GRABE. Thence. . . . TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 190° course to BPARK, then via 253° track to YAMEL, cross YAMEL

at or above 5000, then via depicted route to GRABE. Thence. . . . TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 188°

course to BPARK, then via 253° track to YAMEL, cross YAMEL at or above 5000, then via depicted route to GRABE. Thence. . . .

HAZKL, cross HAZKL at or above 5000, then via depicted route to

GRABE. Thence. . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to 1080, then direct CUZEN, cross CUZEN at or above 5000, then via depicted route to GRABE. Thence. . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to 1080, then right turn direct CUZEN, cross CUZEN at or above 5000, then via depicted route to GRABE. Thence. . .

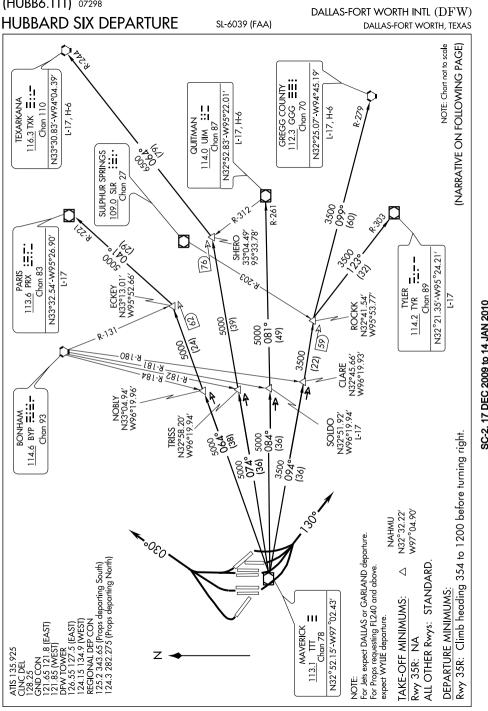
SC-2, 17 DEC 2009 to 14 JAN 2010

TAKE-OFF RUNWAY 36L: Climb via 354° heading to 1120, then direct HAZKL, cross HAZKL at or above 5000, then via depicted route to GRABE. Thence. . . . TAKE-OFF RUNWAY 36R: Climb via 354° heading to 1120, then left turn direct

.... via (transition). Maintain 10,000', expect filed altitude ten minutes after departure.

EAKER TRANSITION (GRABE2.EAKER): (For aircraft inbound to the TUL Terminal Area).

OKMULGEE TRANSITION (GRABE2.OKM): (For all aircraft overflying the OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago Terminal and north).



(HUBBO.111) 07298 DALLAS-FORT WORTH INTL (DFW) HUBBARD SIX DEPARTURE SL-6039 (FAA) DALLAS-FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION **JETS**

V

Expect DALLAS or GARLAND Departure.

PROPS

Requesting FL240 and above expect WYLIE Departure.

route, Thence. . . . TAKE-OFF RUNWAYS 13R, 17L/C/R, 18L/R: Fly heading 130°, expect vector to appropriate route, Thence. . . TAKE-OFF RUNWAYS 31L/R, 35L/C, 36L/R: Fly heading 030°, expect vector

TAKE-OFF RUNWAY 13L: Climb heading 130°, expect vector to appropriate

. . . . Maintain 2000' or as assigned by ATC, expect filed altitude 10 minutes

after departure.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.

INT, then via PRX R-221 to PRX VOR/DME. QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY

SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT. TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

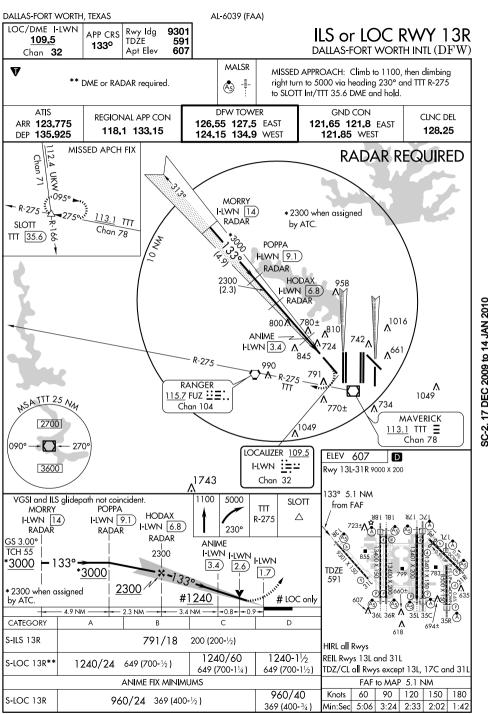
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

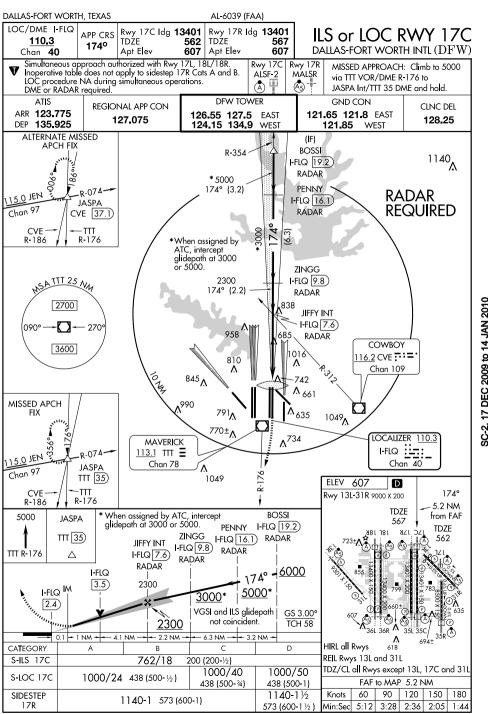
TAKE-OFF OBSTACLES Rwy 31L: Tree, 1229' from DER, 730' right of centerline, 28' AGL/637'MSL.

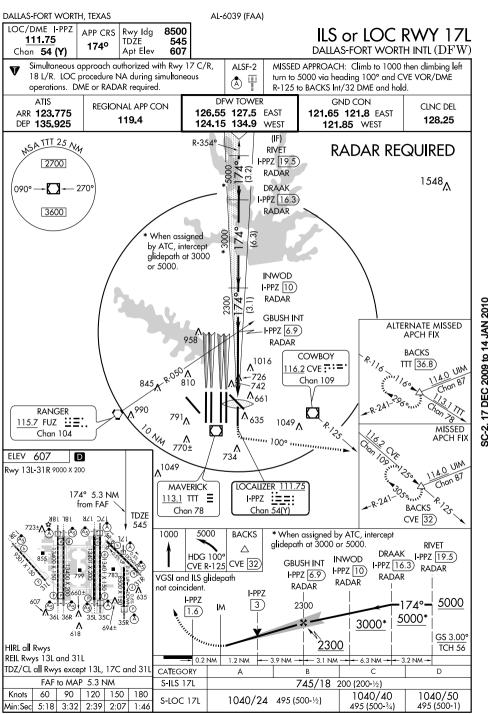
to appropriate route. Thence. . . .

Trmsn Pole, 3403' from DER, 1399' right of centerline, 86' AGL/708' MSL. Multiple Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.

SC-2, 17 DEC 2009 to 14 JAN 2010

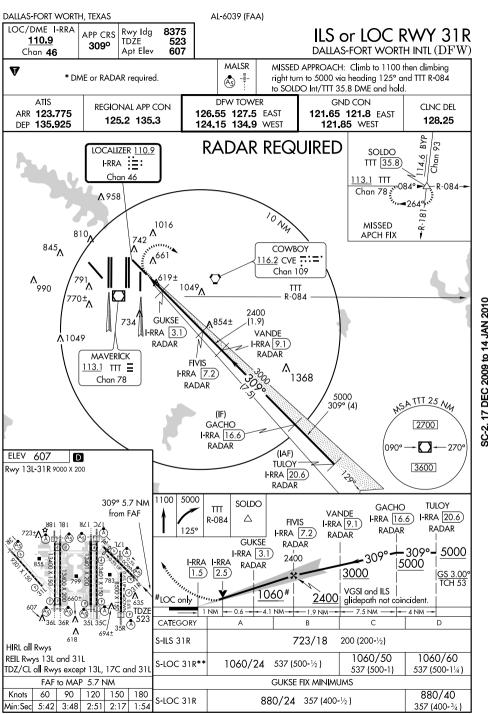


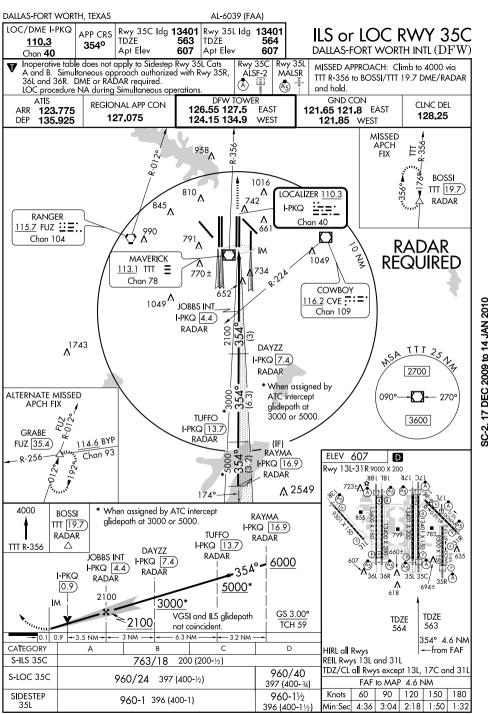


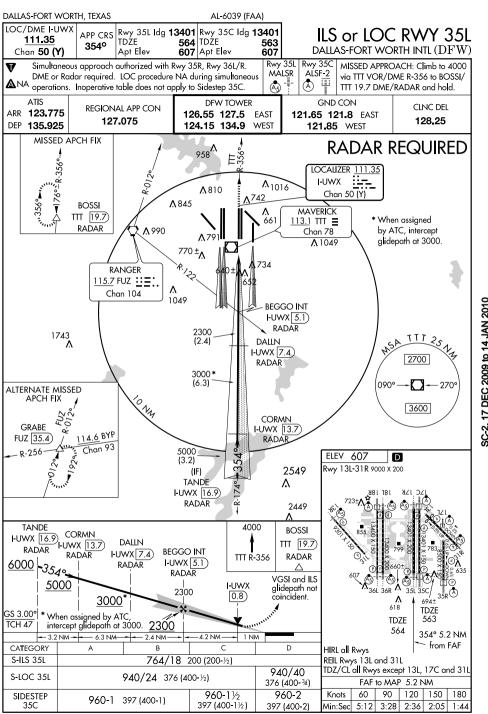


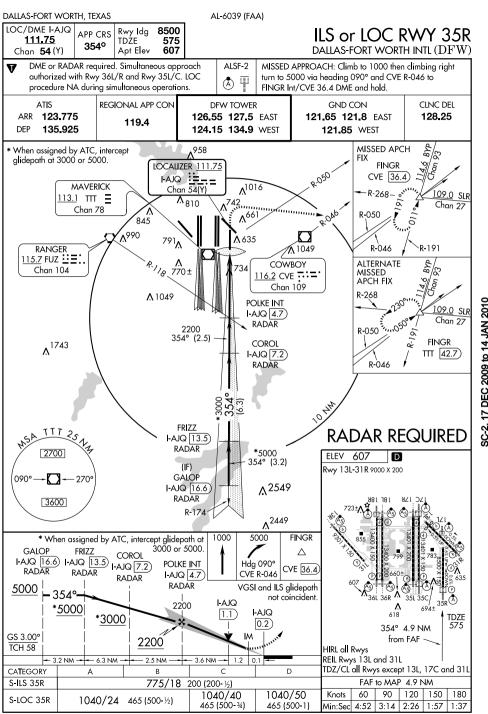
DALLAS-FORT WORTH, TEXAS AL-6039 (FAA) LOC/DME I-JHZ Rwy 17R Ida 13401 Rwy 17C Ida 13401 ILS or LOC RWY 17R APP CRS 111.35 TDŹE TDŹE 562 567 174° DALLAS-FORT WORTH INTL (DFW) Apt Elev Chan 50 (Y) 607 Apt Elev 607 Rwy 17R Rwy 17C ALSF-2 Simultaneous approach authorized with Rwy 17L and 18L/R. MISSED APPROACH: Climb to 1200 then Inoperative table does not apply to sidestep Rwy 17C. DME or RADAR required. LOC procedure NA during MÁLSR climbing right turn to 4000 via TTT R-176 (Å) # (A_5) to JASPA Int/TTT 35 DME and hold. simultaneous operations. ATIS DFW TOWER GND CON REGIONAL APP CON CLNC DEL ARR 123.775 121.65 121.8 EAST 126.55 127.5 EAST 127.075 128.25 DFP 135.925 124 15 134 9 WEST 121.85 WEST 354° MISSED (IF) APCH FIX **NETTS** JASPA I-JHZ 19.2 TTT [35] 1548_A RADAR 115.1 JEN * 5000 GARZA Chan 97 (3.2)I-JHZ [16.] RADAR REQUIRED TTT CVE RADAR R-176 R-186 * When assigned ALTERNATE by ATC, intercept MISSED * 3000 alidepath at 3000 APCH FIX (6.3)or 5000. YALTA 2200 R-074 115.1 JEN I-JHZ 9.8) SC-2, 17 DEC 2009 to 14, IAN 2010 (2.5)Chan 97 JASPA RADAR NSATTT 25 M BBAKR INT CVE 37.1) CVE I-JHZ 7.3) $\Lambda _{838}$ R-186 2700 RADAR R-176 958 742 090° 270° 1016 RANGER P.O43 3600 LOCALIZER 111.35 Λ 115.7 FUZ ::= . Chan 104 I-JHZ ≒ - -**∧** 845 661 Chan 50 (Y) COWBOY 116.2 CVE ...= **1** 990 Chan 109 1049 A 770 ± ELEV 607 \Box **∧**734 Rwy 13L-31R 9000 x 200 MAVERICK 174° 8 113.1 TTT ■ 4.9 NM R-13 Chan 78 1049 from FAF **TDZE** 567 **TDZE** 4000 562 1200 JASPA NC 17R **NETTS** GARZA I-JHZ 19.2) TTT [35) BBAKR INT YALTA I-JHZ [16.1) I-JHZ 9.8) RADAR RADAR I-JHZ 7.3) Δ TTT R-176 RADAR **RADAR** 6000 VGSI and ILS I-JHZ glidepath not 2200 I-JHZ 5000* GS 3.00° 2.4) 4) coincident. 3000* *When assigned by ATC, intercept 36L 36R ∧ 35R 2200 35L glidepath at 3000 or 5000 - 6.3 NM - 3.2 NM -1.6 NM 3.3 NM 2.5 NM -CATEGORY D HIRL all Rwys Α REIL Rwys 13L and 31L S-ILS 17R 767/18 200 (200-1/2) TDZ/CL all Rwys except 13L, 17C and 31L 1140/60 1140/50 S-LOC 17R 1140/24 573 (600-1/2) FAF to MAP 4.9 NM 573 (600-1) 573 (600-11/4) Knots 60 90 120 150 180 1140-11/2 1140-2 SIDESTEP 1140-1 578 (600-1) 578 (600-11/2) 578 (600-2) Min:Sec 4:54 17C 3:16 2:27 1:58 1:38

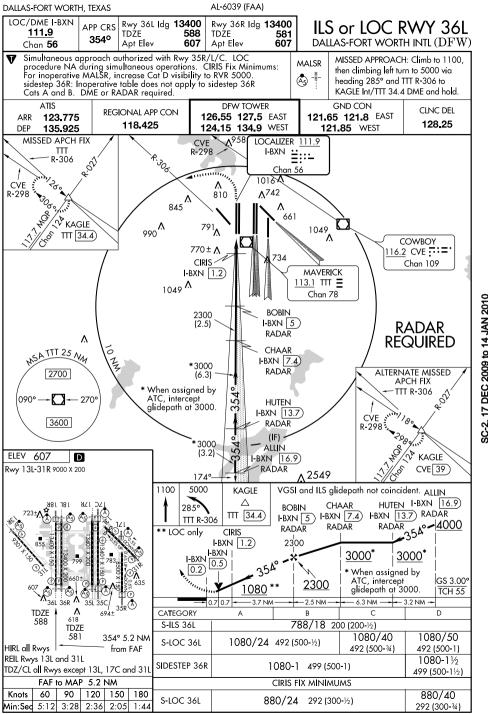
DALLAS-FORT WORTH, TEXAS AL-6039 (FAA) LOC/DMF I-CIX Rwv 18R Ida 13400 Rwy 18L Ida 13400 ILS or LOC RWY 18L APP CRS TDŻE 110.55 TDŹE 602 603 174° DALLAS-FORT WORTH INTL (DFW) Apt Elev Apt Elev 607 607 Chan 42 (Y) Simultaneous approach authorized with ILS Rwy 17L and 17C/R. Rwv 18I Rwy 18R ALSF-2 MISSED APPROACH: Climb to 1300, then Inoperative table does not apply to Sidestep 18R Cat A/B. MÁLSR climbing right turn to 5000 via heading DME or RADAR required. LOC procedure NA during simultaneous (A_5) 245° and FUZ R-222 to LIKES Int/FUZ operations. 27 DME and hold. ATIS DFW TOWER GND CON REGIONAL APP CON CLNC DEL ARR 123,775 121.65 121.8 EAST 126.55 127.5 EAST 118.425 128.25 135.925 DEP 124.15 134.9 WEST 121.85 WEST ALTERNATE MISSED (IF) GRUCH 354 When assigned by APCH FIX ATC, intercept 117.7 MQP I-CIX 16.7 glidepath at 3000. 3000* **∆**1140 RADAR Chan 124 (3.2)ALIGN TTT SATTT 25 M I-CIX 13.5) R-102 R-232 RADAR LIKES 2700 TT [32] FUZ R-222 - 270° 3000 * 3600 (6.3)UDALL I-CIX 7.2 2300 (2.3)RADAR **HASTY** SC-2, 17 DEC 2009 to 14 JAN 2010 I-CIX 4.9 RADAR 958 RANGER 1016 810 115.7 FUZ ::= * 742 Chan 104 MISSED APCH FIX Λ₉₉₀ 1049_^ 117.7 MQP Chan 124 770 + P ^734 RADAR REQUIRED TTT R-232 **ELEV 607** MAVERICK D LOCALIZER 110.55 HKFS 113.1 TT = Rwy 13L-31R 9000 X 200 I-CIX FUZ (27) Chan 78 FUZ Chan 42 (Y) R-222 174° 5.1 NM from FAF 1300 5000 UDALL ALIGN GRUCH TDZE **TDZE IIKES** I-CIX 7.2) I-CIX 13.5) I-CIX 16.7) 603 602 **FUZ** HASTY 18K R-222 RADAR HDG RADAR RADAR I-CIX 4.9 FUZ 27) 723±**∧** 245° RADAR VGSI and ILS glidepath 4000 not coincident. 2300 I-CIX 1.5 3000 3000* When assigned by . GS 3.00° ATC, intercept TCH 55 2300 glidepath at 3000 36L 36R 1.7 NM - 2.3 NM -- 6.3 NM -- --- 3.2 NM --3.4 NM-CATEGORY D HIRL all Rwys S-ILS 18L 802/18 REIL Rwys 13L and 31L 200 (200-1/2) TDZ/CL all Rwys except 13L, 17C and 31L 1220/60 1220-11/2 S-LOC 18L 1220/24 618 (700-1/5) 618 (700-11/4) 618 (700-11/2) FAF to MAP 5.1 NM 1220-2 Knots 60 90 120 150 180 SIDESTEP 1220-11/2 1220 - 1617 (700-1) 18R 617 (700-1½) 3:24 617 (700-2) Min:Sec 5:06 2:33 2:02 1:42

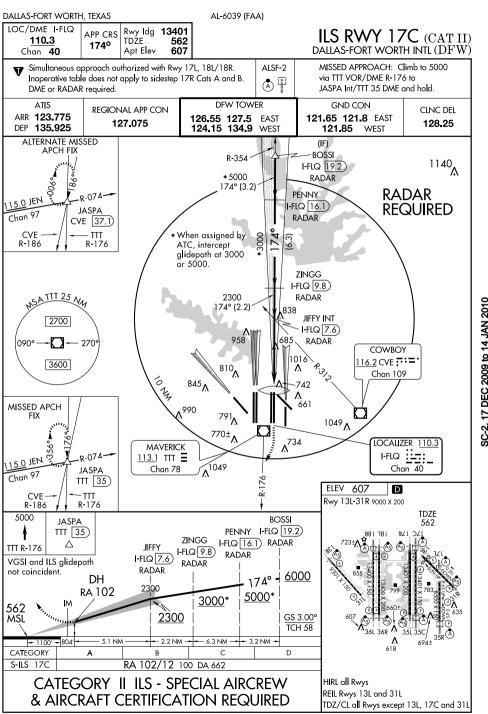


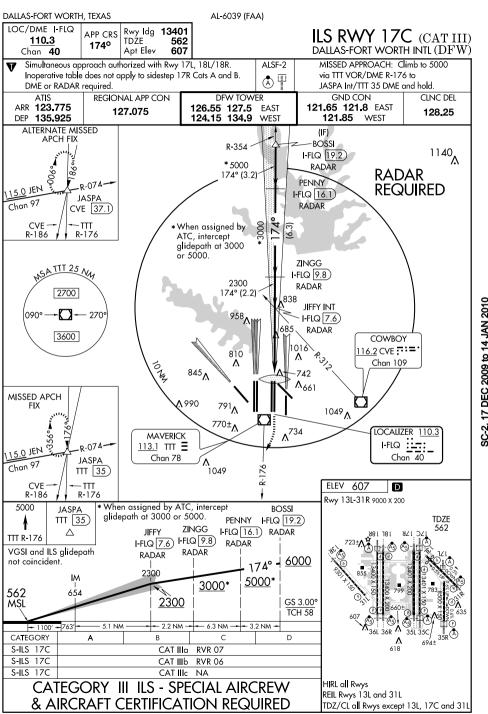


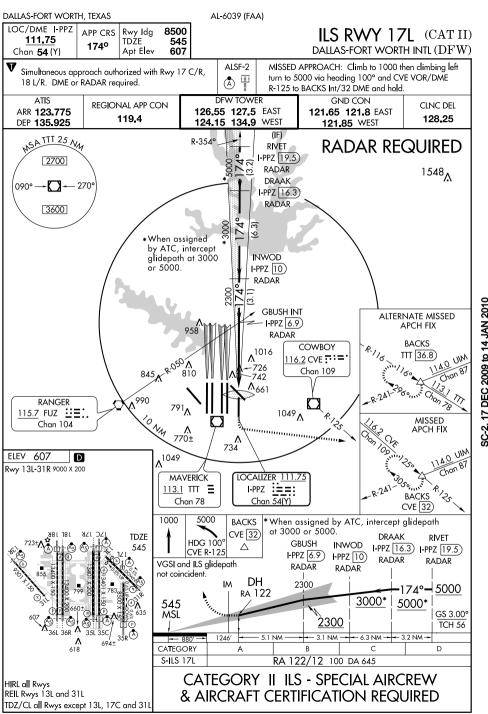


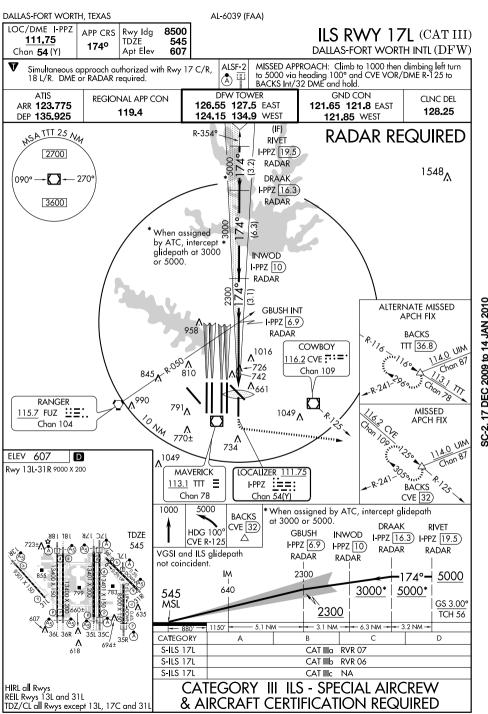


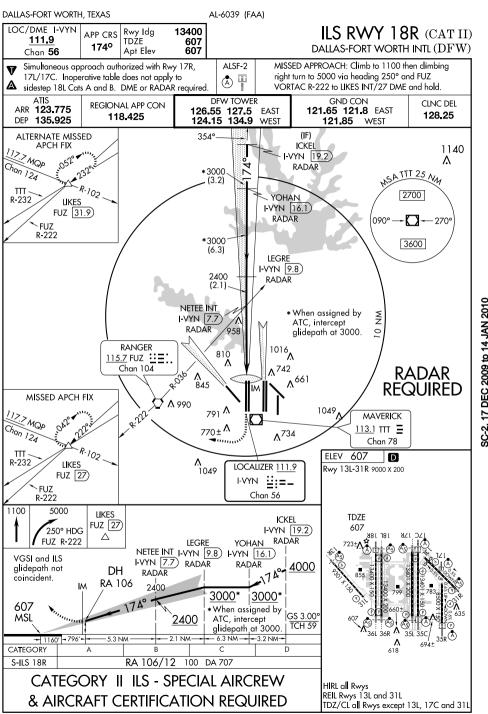


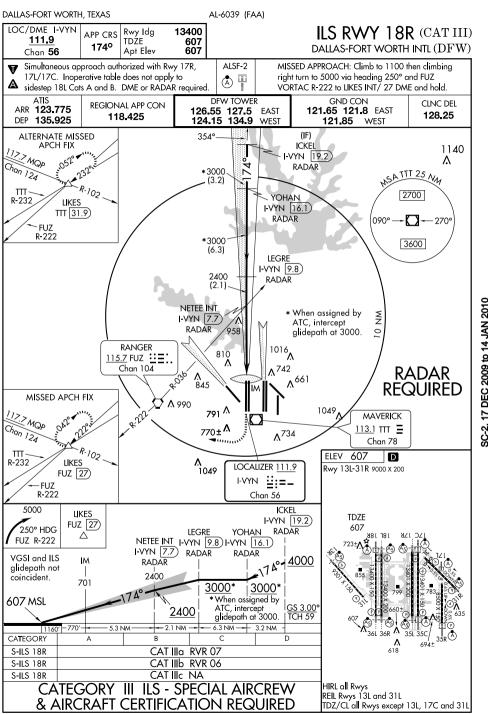


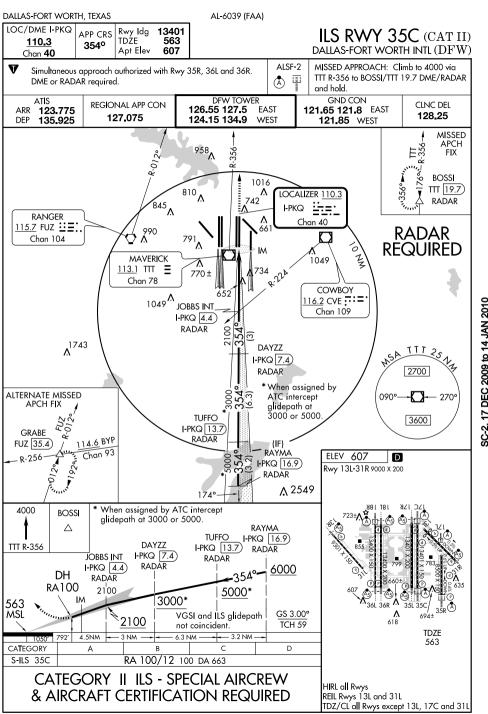


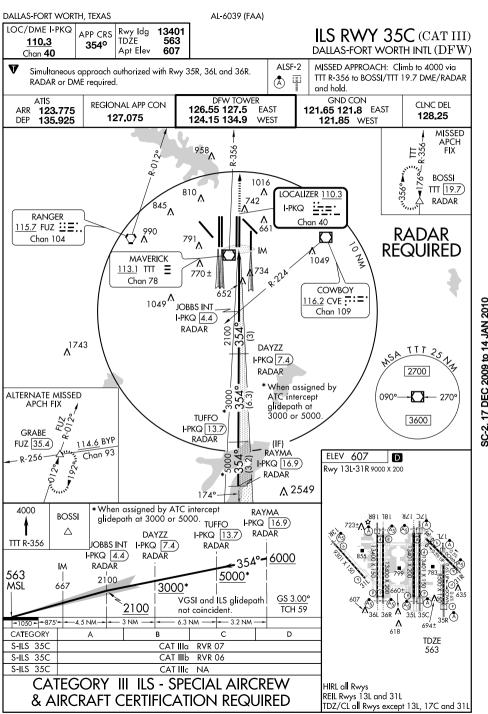


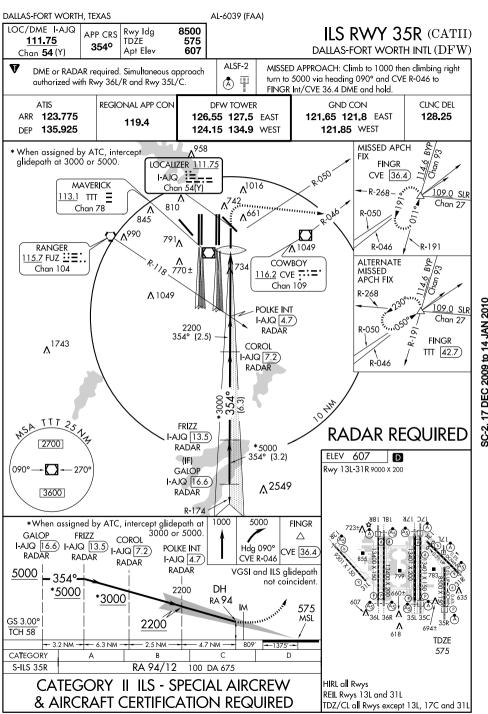


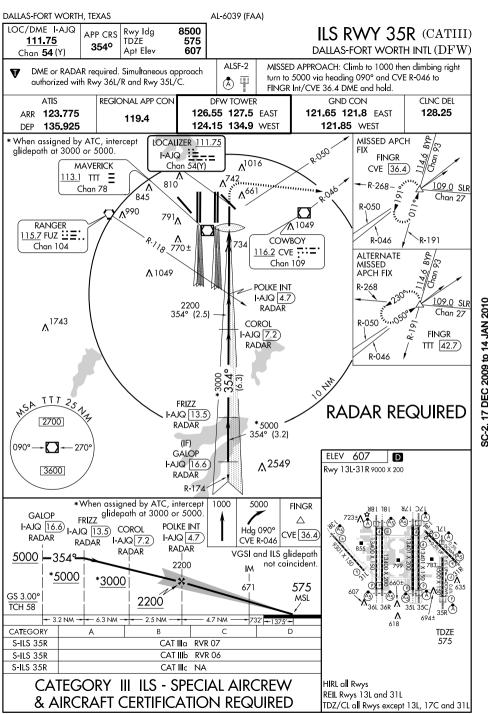


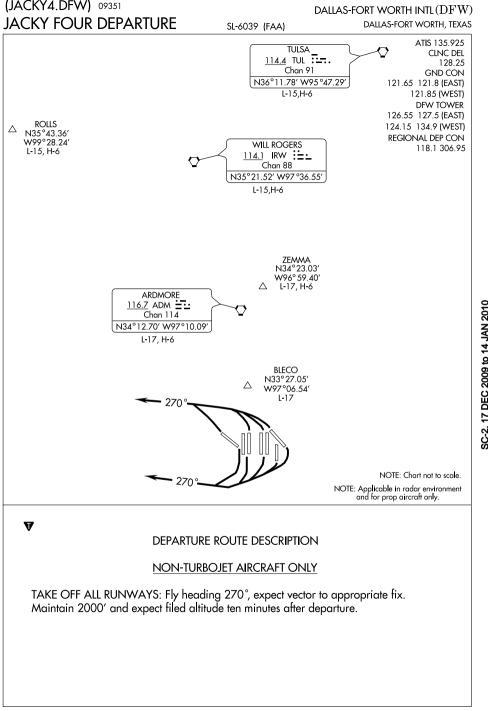


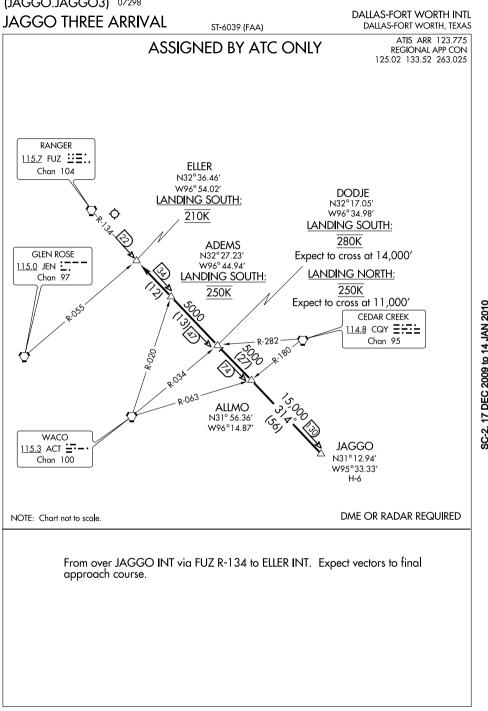












(JASPA2.JASPA) 08045 SL-6039 (FAA) DALLAS-FORT WORTH INTL (DFW) JASPA TWO DEPARTURE (RNAV) DALLAS-FORT WORTH, TEXAS ATIS 135.925 CLNC DEL 128.25 GND CON 121.85 (WEST) MECHL MAVVS 121.65 121.8 (EAST) **KMART** 4000 6500 230K **GVINF DFW TOWER** 5500 230K 126.55 127.5 (EAST) MARSN 0890 124.15 134.9 (WEST) 260 (5) (4) REGIONAL DEP CON (4)125.12 353.95 (Rwy 17R/C) 4 125.12 353.95 **OWLLS** (Rwy 18R/L) 1110= 126.47 363.15 **KELLR** (Rwy 36R/L) 118.55 290.35 (Rwy 35L/C) [5] 1100 -1080 1080 **MYGAL SKTRR** LARRN **TREXX** TAKE-OFF MINIMUMS: 5000 230K 5000 230K Rwys 13L/R, 17L, 31L/R, 35R NA ATC Request. DALBY Rwy 17C/R, 18L/R: Standard with minimum ATC climb of 500' per NM to 5000. Rwy 35C: Standard with minimum **NELYN** ATC climb of 536' per NM to 6500. ARDIA DARTZ JASPA Rwy 35L: Standard with minimum ATC climb of 530' per NM to 6500. 2000 76° 45) Rwy 36L/R: Standard with minimum **ELLVR** ATC climb of 500' per NM to 5500. WINDU **TORNN** NOTE: TAKE-OFF RWYs 17C/R: Do not exceed 230K until TREXX WP. TAKE-OFF RWYs 18L/R: Do not exceed 230K until LARRN WP. TAKE-OFF RWYs 35L/C: Do not exceed 230K until MAVVS WP. TAKE-OFF RWYs 36L/R: Do not exceed 230K until KMART WP. NOTE: 1. DME/DME/IRU or GPS Required 2. RNAV 1. NOTE: For Turbo Jets only. NOTE: Chart not to scale. (NARRATIVE ON FOLLOWING PAGE) NOTE: RADAR required.

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DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

(JASPA2.JASPA) 05188

FILE AND EXPECT KEENE OR TRI-GATE DEPARTURE

PROPS

SL-6039 (FAA)

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to JASPA WP, Thence

TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to JASPA WP, Thence

TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct LARRN WP. cross LARRN WP at or above 5000, then via depicted route to JASPA WP, Thence

TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then direct LARRN WP, cross

LARRN WP at or above 5000, then via depicted route to JASPA WP, Thence

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009°

course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to JASPA WP, Thence

course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to JASPA WP, Thence TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE WP, then via 260° track to KMART WP, cross KMART WP at or above

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011°

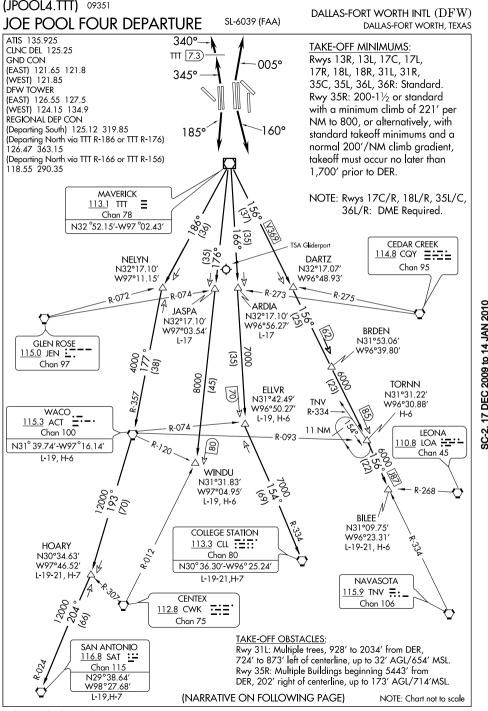
5500, then via depicted route to JASPA WP, Thence TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE WP, then via 260° track to KMART WP, cross KMART at or above 5500,

.... via (transition). Maintain 10,000. Expect filed altitude within 10 minutes after

then via depicted route to JASPA WP, Thence

departure.

WINDU TRANSITION (JASPA2.WINDU): For aircraft inbound to AUS or SAT terminal area airports. Aircraft should file and/or expect BLEWE or MARCS STAR at WINDU.



(JPOOL4.TIT) 09351 DALLAS-FORT WORTH INTL (DFW) JOE POOL FOUR DEPARTURE SL-6039 (FAA) DALLAS-FORT WORTH, TEXAS

V

DEPARTURE ROUTE DESCRIPTION **PROPS**

EXPECT KEENE OR TRI-GATE DEPARTURE.

JETS

UNLESS OTHERWISE ADVISED, MAINTAIN 10,000 FEET AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE. MAINTAIN 240 KIAS UNTIL LEAVING 5.000'.

TAKE-OFF RUNWAYS 13L/R, 31L/R, 17L, 35R: Fly assigned heading and altitude, expect vector

to appropriate route.

TAKE-OFF RUNWAYS 17C/R: Climb via heading 160°, expect vector to appropriate route. TAKE-OFF RUNWAYS 18L/R: Climb via heading 185°, expect vector to appropriate route.

TAKE-OFF RUNWAYS 35L/C: Climb via heading 005°, expect vector to appropriate route. TAKE-OFF RUNWAYS 36L/R: Climb via heading 345° to TTT VOR/DME 7.3 DME then via heading 340°, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection,

thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT

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VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC. ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to

Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT. HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT

VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT. JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

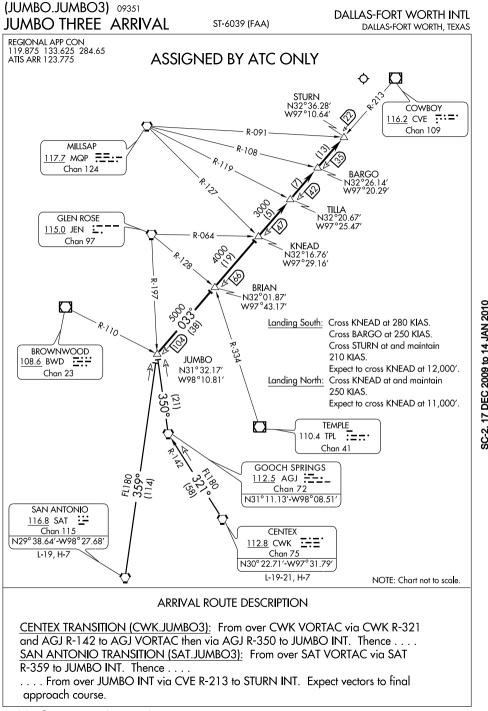
SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT

R-024 to SAT VORTAC. TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT

R-156 to TORNN INT. WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray

terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC. WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or

San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT. (JONEZ.JONEZ4) 0/298 JONEZ FOUR ARRIVAL DALLAS-FT. WORTH, TEXAS ST-6039 (FAA) REGIONAL APP CON 125.02 133.52 263.025 ATIS ARR 123.775 MC ALESTER 112.0 MLC JONEZ _ Chan *57* N34°30.95′ W95°27.56′ H-6 ARDMORE 116.7 ADM =:-R-102. Chan 114 **SASIE PRIZZ** N33° 27.01′ -W96° 35.80′ N33°54.89' W96°06.34′ LANDING SOUTH: 250K IAS RABOO N33°38.95′ W96°23.23′ Expect to cross at 9000'. LANDING NORTH: 280K IAS Expect to cross at 12,000'. SC-2, 17 DEC 2009 to 14 JAN 2010 JETS LANDING ADS: Expect to cross at 6.000'. BONHAM 114.6 BYP =::-Chan 93 SULPHUR SPRINGS 109.0 SLR ::::: 260 TADD R-274 N33°23.55' BOWIE W96°39.42′ 112.4 UKW ∷-**ORICK** Chan 71 N33° 18.28′ -W96° 44.93′ LANDING NORTH: 250K IAS CARBS N33°09.23′ -W96° 54.36′ LANDING NORTH: 210K IAS ADDISON RANGER 115.7 FUZ **ΞΞ**... DALLAS-FORT Chan 104 WORTH INTL ASSIGNED BY ATC ONLY NOTE: Chart not to scale. LANDING DFW: From over JONEZ INT via FUZ R-035 to CARBS INT. Expect vectors to final approach course. LANDING ADS: From over JONEZ INT via FUZ R-035 to TADDI INT, depart TADDI INT heading 260° for vectors to final approach course.



(KEENE6.DFW) 07298 DALLAS-FORT WORTH INTL (DFW) KEENE SIX DEPARTURE DALLAS-FORT WORTH, TEXAS SL-6039 (FAA)





NOTE: 1016' MSL tower (2.73 NM from

DER 35R).

NOTE: Applicable in radar environment and for non-turbojet aircraft only.

GROESBECK

BILEE

N31°09.75'

ATIS 135.925 CLNC DEL 128 25 GND CON

121.85 (WEST)

DFW TOWER 126.55 127.5 (EAST)

Rwy 35R: 200-1½ or standard with a minimum climb or standard with a minimum climb of 221' per NM to 800, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient. Take-off must occur no later than 1700' prior to DER.

N32°17.10' W97°03.54'

WACO 115.3 ACT :---Chan 100 N31° 39.75′ W97°16.14′ L-19, H-6 WINDU N31° 31.83′

ELLVR N31° 42.49′ W96°50.27′ △ L-19, H-6

108.8 GNL ... Chan 80 N31°34.89′ W96°32.95′ L-19 **TORNN** N31° 31.22′ W96°30.88' H-6 COLLEGE STATION 113.3 CLL ::::

TAKE-OFF OBSTACLES:

Rwy 31L, Tree 1229' DER, 730' right of centerline, 28' AGL/ 637' MSL. Transmission pole 3403' from DER, 1399' right of centerline, 86'AGL/708 MSL. Multiple trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL. Rwy 35R, Multiple buildings beginning 5443' from DER, NOTE: Chart not to scale.

202' right of centerline, up to 173' AGL/714' MSL.

NAVASOTA 115.9 TNV ... Chan 106 N30°17.31′ W96°03.49′ L-19-21, H-7

Chan 80

N30°36.30′ W96°25.24 W96°23.31′ L-19-21, H-7 L-19-21, H-6

V

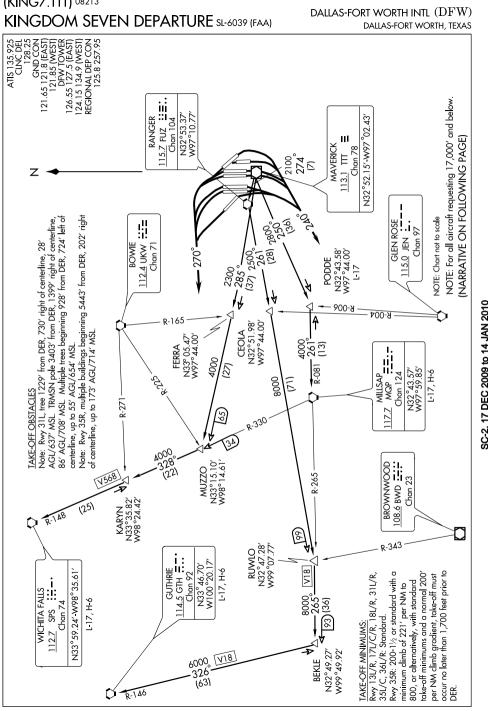
DEPARTURE ROUTE DESCRIPTION

NON-TURBOJET AIRCRAFT ONLY

TAKE OFF ALL RUNWAYS: Fly heading 240°, expect vector to appropriate fix. Maintain 2000' and expect filed altitude ten minutes after departure.

W97°04.95'

L-19, H-6



(KING/.III) 08213 DALLAS-FORT WORTH INTL (DFW) KINGDOM SEVEN DEPARTURE SL-6039 (FAA) DALLAS-FORT WORTH, TEXAS

V DEPARTURE ROUTE DESCRIPTION

JETS Jets departing DFW must contact clearance delivery for departure instructions.

PROPS

TAKE-OFF RUNWAYS 13L/R, 17L/C/R, 18L/R: Fly heading 240°. Thence.... TAKE-OFF RUNWAYS 31L/R, 35L/C/R, 36L/R: Fly heading 270°. Thence....

.... Expect vectors to appropriate route, maintain 2.000' and expect filed altitude 10

minutes after departure. GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock

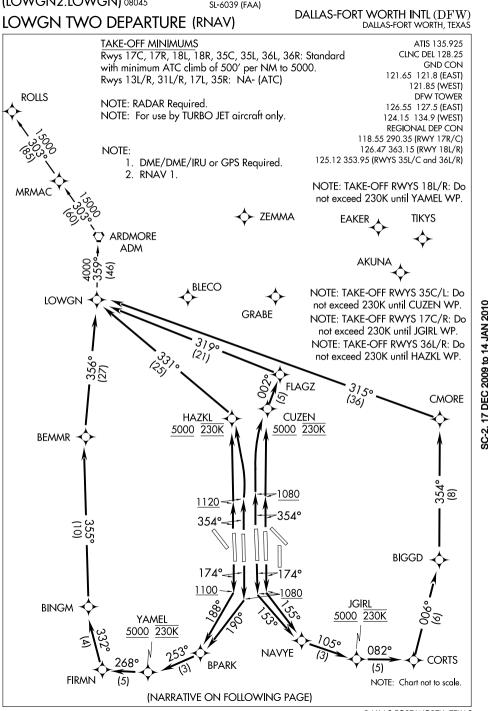
terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE

INT, then via MQP R-081 to MQP VORTAC. PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within Wichita

Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.



SL-6039 (FAA)

(LOWGINZ.LOWGIN) 05188

PROPS

FILE AND EXPECT JACKY OR TRI-GATE DEPARTURE PROCEDURE.

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then

via 155° course to NAVYE WP, then via 105° track to JGIRL WP, cross JGIRL WP

course to BPARK WP, then via 253° track to YAMEL WP, cross YAMEL WP at or

TAKE-OFF RUNWAY 35C: Climb via 354° heading to 1080, then direct CUZEN WP, cross CUZEN WP at or above 5000, then via depicted route to LOWGN WP, Thence. . . . TAKE-OFF RUNWAY 35L: Climb via 354° heading to 1080, then right turn direct CUZEN WP, cross CUZEN WP at or above 5000, then via depicted route to

TAKE-OFF RUNWAY 36L: Climb via 354° heading to 1120, then direct HAZKL WP, cross HAZKL WP at or above 5000, then via depicted route to LOWGN WP, Thence. . . . TAKE-OFF RUNWAY 36R: Climb via 354° heading to 1120, then left turn direct HAZKL WP, cross HAZKL WP at or above 5000, then via depicted route to

.... via (transition). Maintain 10,000', expect filed altitude ten minutes after departure.

ROLLS TRANSITION (LOWGN2.ROLLS): (For all aircraft proceeding northwestbound

at or above 5000, then via depicted route to LOWGN WP, Thence. . . .

above 5000, then via depicted route to LOWGN WP, Thence. . . .

at or above 5000, then via depicted route to LOWGN WP, Thence. . . . TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 190° course to BPARK WP, then via 253° track to YAMEL WP, cross YAMEL WP

LOWGN WP. Thence. . .

LOWGN WP, Thence. . . .

via J52).

ARDMORE TRANSITION (LOWGN2.ADM):

at or above 5000, then via depicted route to LOWGN WP, Thence. . . TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 188°

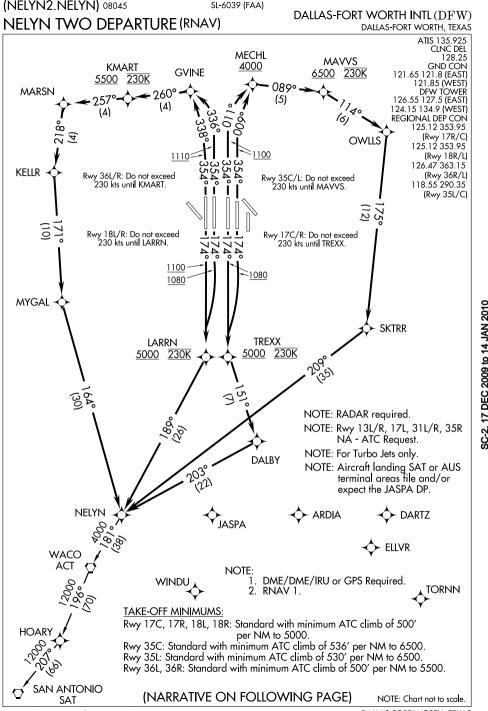
TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 153° course to NAVYE WP, then via 105° track to JGIRL WP, cross JGIRL WP

JETS

(MASTY.MASTY2) 09295 ST-6039 (FAA) DALLAS-FT. WORTH INTL MASTY TWO ARRIVAL DALLAS-FT, WORTH, TEXAS REGIONAL APP CON **ASSIGNED BY ATC ONLY** 119.87 133.62 284.65 ATIS ARR 123.775 WILL ROGERS 60 114.1 IRW :=: _____ Chan 88 N35°21.52′ -W97°36.55′ TULSA L-15. H-6 114.4 TUL -----Chan 91 10,000 - 166°-(63) N36°11.78′ -W95°47.29′ L-15, H-6 **IMPCO** N34°54.37′ **HYDES** W96°57.07′ N34°21.90′ W98°24.30' H-2 **CHARE** N34°00.65′ MOOSE W98°02.28′ ARDMORE N34°18.88′ 116.7 ADM =:-W97°27.65' Chan 114 SEANN N33°54.56' W97°56.02′ 5000 0940 **ACKME** (38) N33°50 85' **GREGS** W97°40.67 N33°27.04′ -W97°27.96′ WICHITA FALLS MARÓY MASTY Landing North: 280 IAS 112.7 SPS :: -· N33°49.92' N33°43.14′ Chan 74 W97°51.26′ Expect to cross at 12,000'. W97°44.33′ N33°59.24′ Landing South: 250 KIAS W98°35.61' Expect to cross at 9000'. L-17, H-6 **ODEEN** N33°17.94′ -W97°18.78′ BOWIE Landing North: 250 KIAS 112.4 UKW ::--Chan 71 4.03b R-049 COWBOY 116.2 CVE ::= **GIBBI** Chan 109 N33°09.52′ MILLSAP W97°10.32′ 117.7 MQP ==--Landing North: Chan 124 210KIAS (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

(MASTY.MASTY2) 04330 ST-6039 (FAA) DALLAS-FT. WORTH INTL MASTY TWO ARRIVAL DALLAS-FT, WORTH, TEXAS ARRIVAL DESCRIPTION HYDES TRANSITION (HYDES.MASTY2): From over HYDES INT via CVE R-314 to MASTY INT. Thence. . . . TULSA TRANSITION (TUL.MASTY2): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT. Thence. . . . WICHITA FALLS TRANSITION (SPS.MASTY2): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to MASTY INT. Thence. . . . WILL ROGERS TRANSITION (IRW.MASTY2): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT. Thence. . . .

. . . . From over MASTY INT via CVE R-314 to GIBBI INT. Expect vectors to final approach course.



(NELYN2.NELYN) 05244 SL-6039 (FAA) DALLAS-FORT WORTH INTL (DFW) NELYN TWO DEPARTURE (RNAV) DALLAS-FORT WORTH, TEXAS V DEPARTURE ROUTE DESCRIPTION **PROPS**

File and expect KEENE or TRI-GATE DP.

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to NELYN WP.

Thence TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX WP,

cross TREXX WP at or above 5000, then via depicted route to NELYN WP, Thence

TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct

LARRN WP, cross LARRN WP at or above 5000, then via depicted route to NELYN WP, Thence

TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then direct LARRN WP, cross LARRN WP at or above 5000, then via depicted route to NELYN WP, Thence

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL, cross MECHL WP at or above 4000, then via 089° track to MAVVS,

cross MAVVS WP at or above 6500, then via depicted route to NELYN WP, Thence TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011°

course to MECHL, cross MECHL WP at or above 4000, then via 089° track to MAVVS, cross MAVVS WP at or above 6500, then via depicted route to NELYN WP, Thence TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338°

course to GVINE WP, then via 260° track to KMART, cross KMART WP at or above 5500,

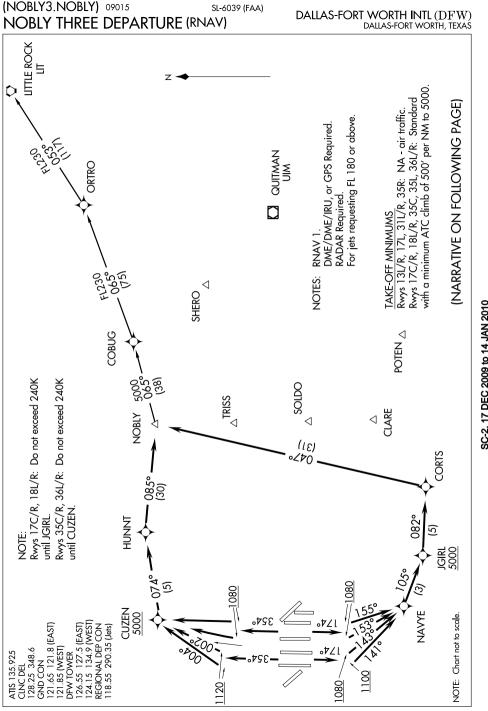
TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE WP, then via 260° track to KMART, cross KMART WP at or above 5500, then via depicted route to NELYN WP, Thence

then via depicted route to NELYN WP, Thence . . .

.... via (transition). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

HOARY TRANSITION (NELYN2.HOARY) WACO TRANSITION (NELYN2.ACT): (For aircraft inbound to WACO or GRAY terminal

area airports.) SAN ANTONIO TRANSITION (NELYN2.SAT): (For aircraft overflying CENTEX and SAN ANTONIO.)



(NOBLY3.NOBLY) 09015 SL-6039 (FAA)
NOBLY THREE DEPARTURE (RNAV)
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS



DEPARTURE ROUTE DESCRIPTION

PROPS

File and Expect WYLIE or HUBBARD Departure.

<u>JETS</u>

Jets requesting 17000' and below expect the GARLAND DEPARTURE

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 155° course to NAVYE, then via 105° track to JGIRL, cross JGIRL

at or above 5000, then via depicted route to NOBLY. Thence

TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 153° course to NAVYE, then via 105° track to IGIRI, cross IGIRI at or above

153° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to NOBLY. Thence

5000, then via depicted route to NOBLY. Thence

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 143° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or

141° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to NOBLY. Thence

TAKE-OFF RUNWAY 35C: Climb via 354° heading to 1080, then direct CUZEN, cross CUZEN at or above 5000, then via depicted route to NOBLY. Thence

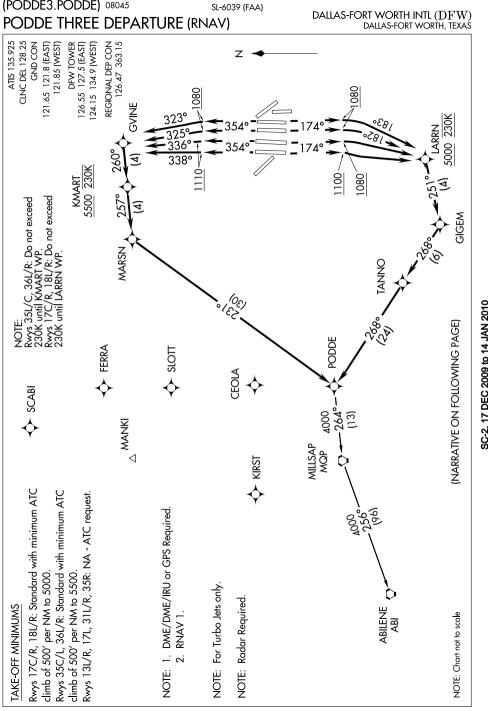
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TAKE-OFF RUNWAY 35L: Climb via 354° heading to 1080, then right turn direct CUZEN, cross CUZEN at or above 5000 then via depicted route to NOBLY. Thence TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1120, then via 004° course to CUZEN, cross CUZEN at or above 5000, then via depicted route to NOBLY. Thence

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1120, then via 002° course to CUZEN, cross CUZEN at or above 5000, then via depicted route to NOBLY. Thence

. . . . via (transition). Maintain 10000', expect filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (NOBLY3.LIT)



(PODDE3.PODDE) 05300 SL-6039 (FAA) PODDE THREE DEPARTURE (RNAV)

DALLAS-FORT WORTH INTL (DFW) DALLAS-FORT WORTH, TEXAS

V

DEPARTURE ROUTE DESCRIPTION

PROPS FILE AND EXPECT THE KINGDOM OR COYOTE DEPARTURE

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 183°course to LARRN, cross LARRN at or above 5000, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 182° course to LARRN, cross LARRN at or above 5000, then via depicted route to PODDE Thence

TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct LARRN, cross LARRN at or above 5000, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then left turn direct LARRN, cross LARRN at or above 5000, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1080, then via 323°

5500, then via depicted route to PODDE. Thence.... TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1080, then via 325°

course to GVINE, then via 260° track to KMART, cross KMART at or above

course to GVINE, then via 260° track to KMART, cross KMART at or above

course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to PODDE. Thence....

course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to PODDE. Thence.... TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336°

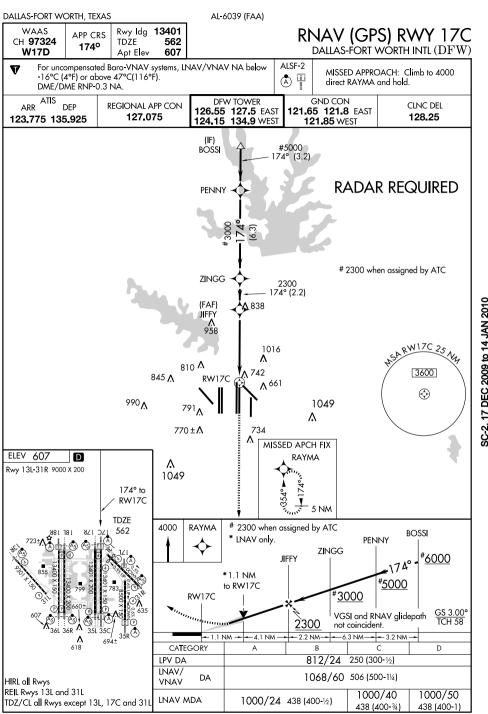
TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338°

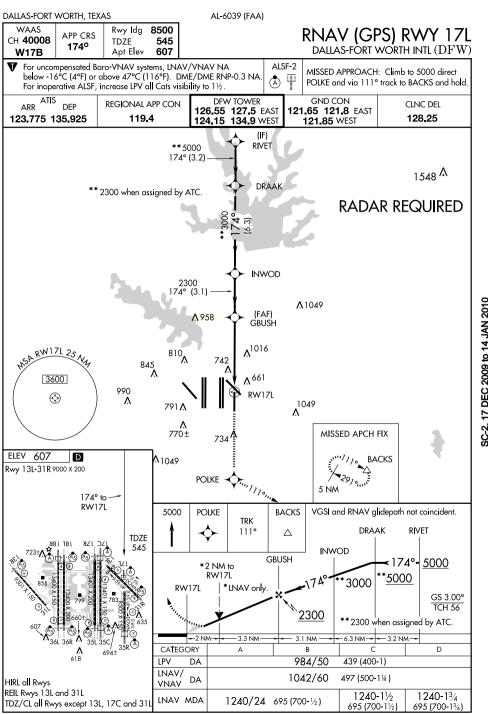
5500, then via depicted route to PODDE. Thence.... via (transition). Maintain 10,000 feet. Expect filed altitude within ten minutes after

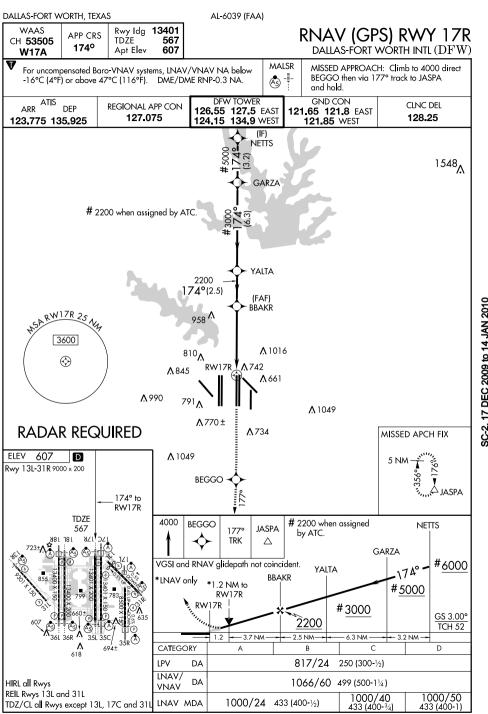
departure.

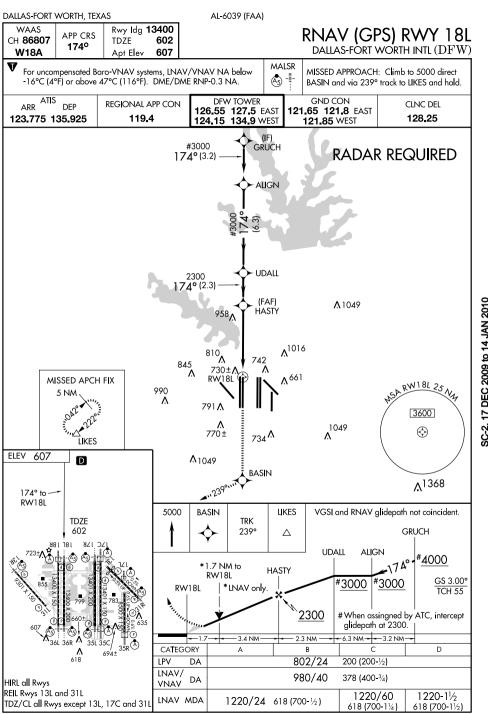
ABILENE TRANSITION (PODDE3.ABI)

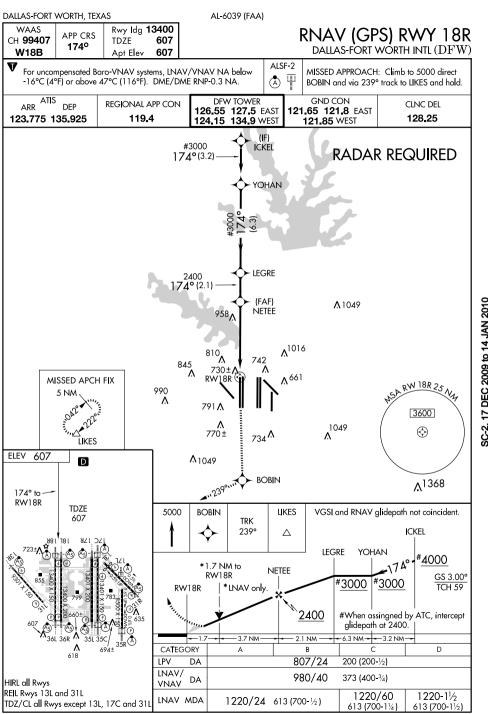
MILLSAP TRANSITION (PODDE3.MQP)

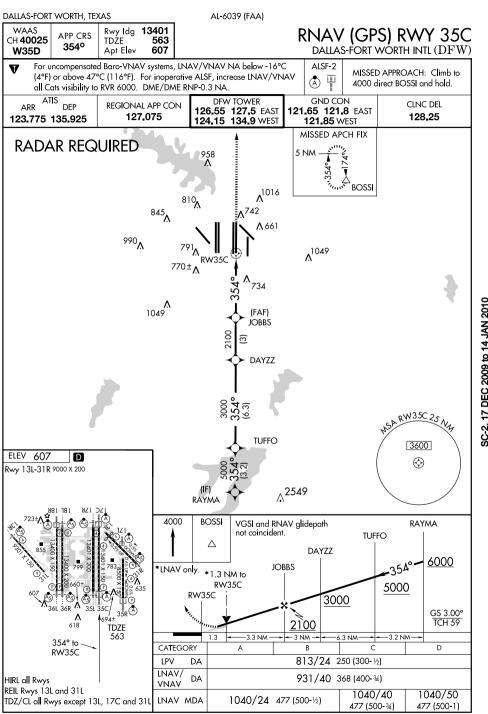


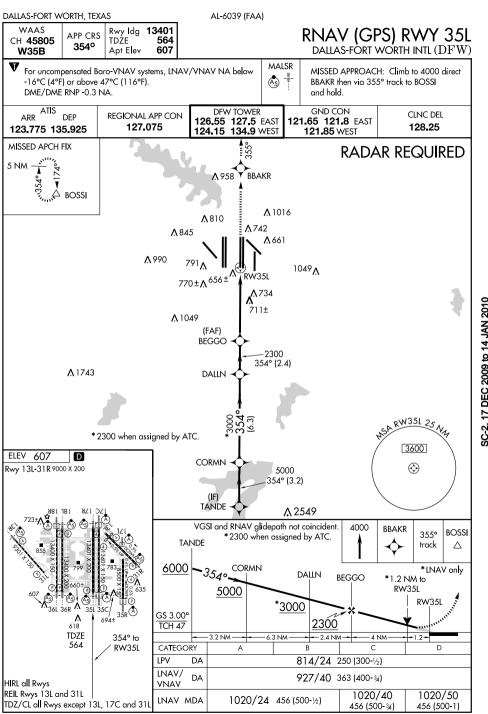


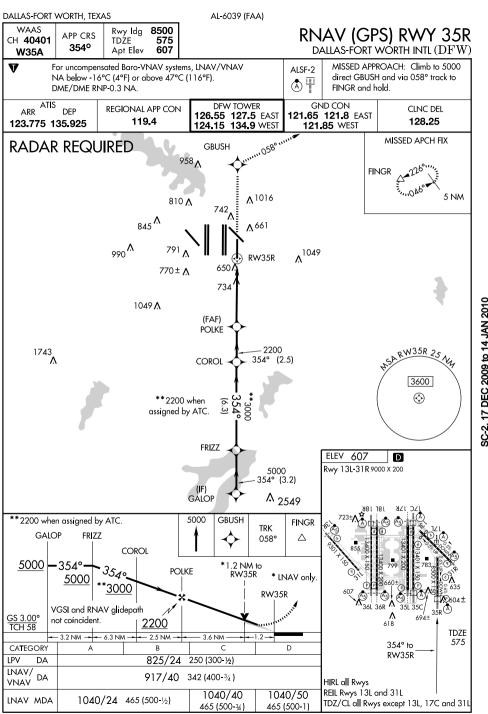


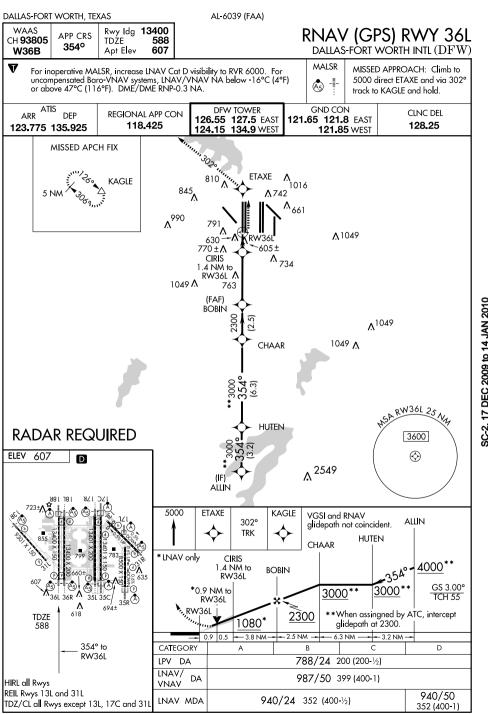


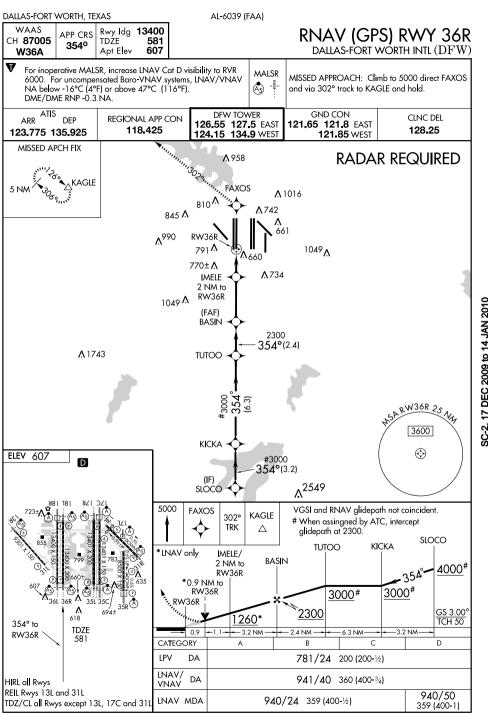


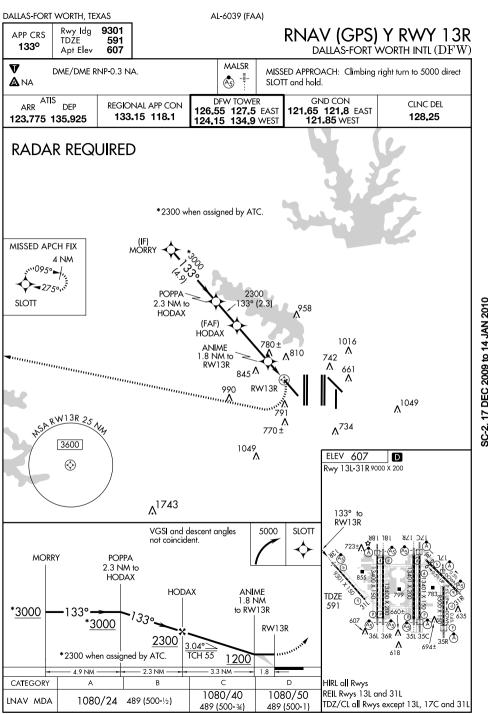


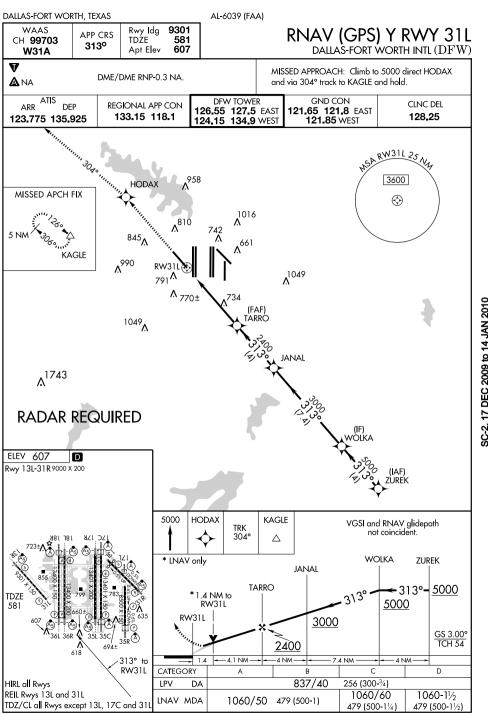


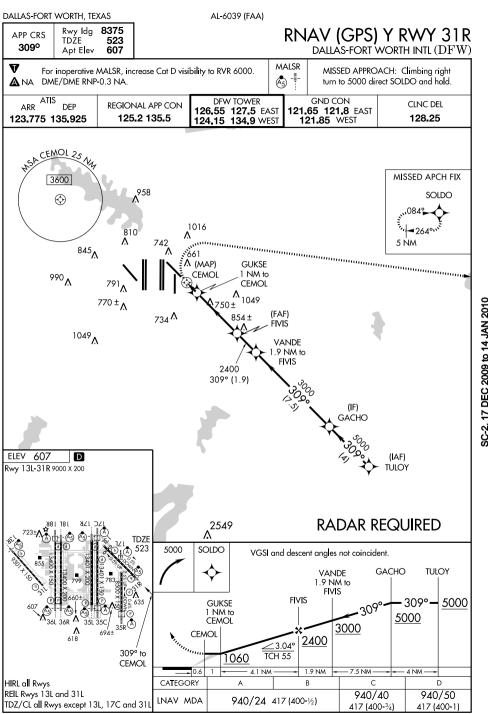


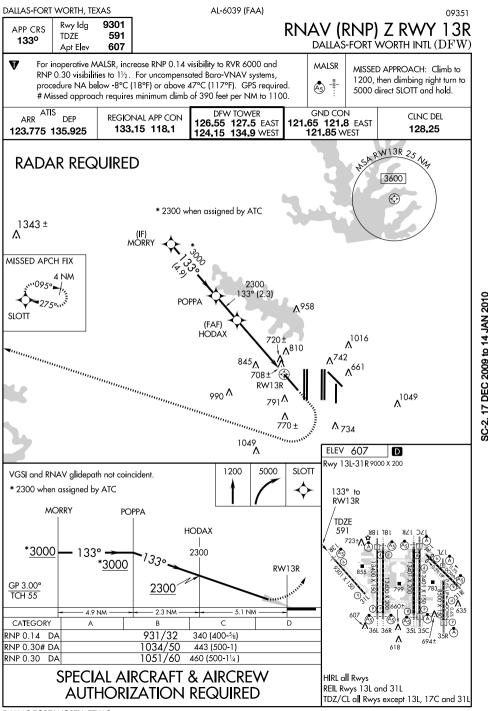


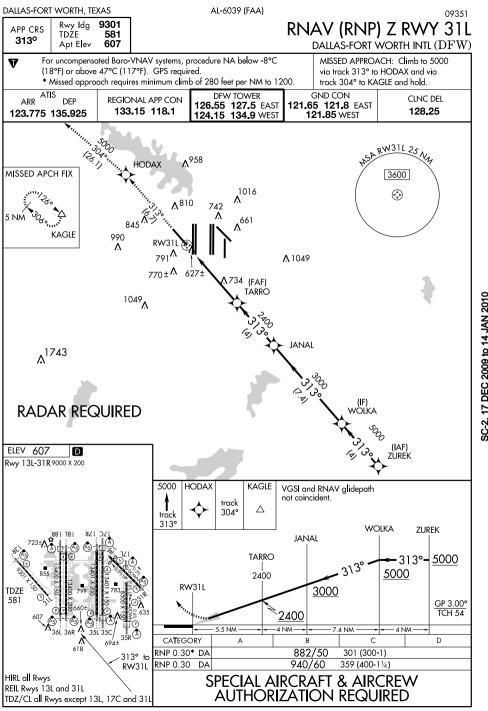


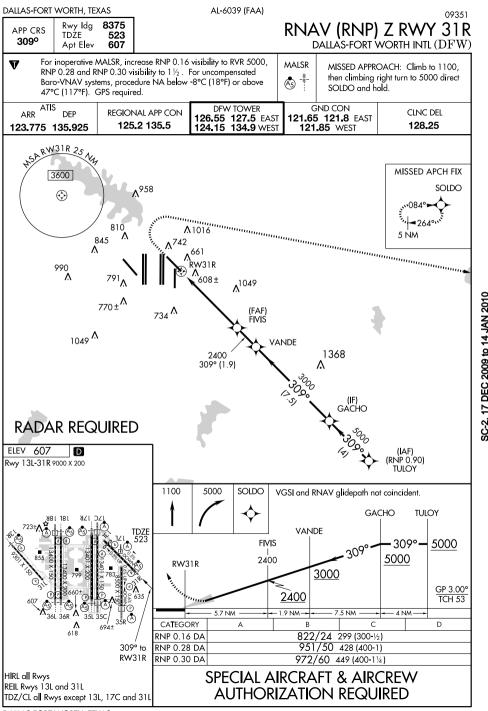


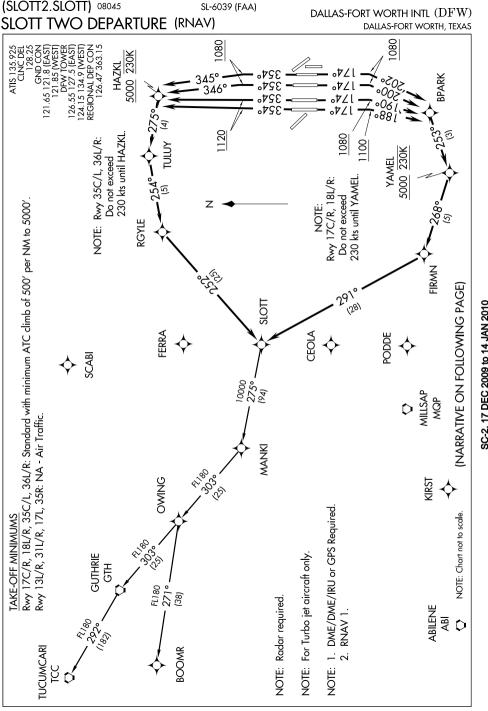












(SLOTT2.SLOTT) 05188 SL-6039 (FAA) DALLAS-FORT WORTH INTL (DFW) SLOTT TWO DEPARTURE (RNAV)

DALLAS-FORT WORTH, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010

V

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT THE KINGDOM OR COYOTE DEPARTURE

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080′, then via 202° course to BPARK WP, then via 253° track to YAMEL WP, cross YAMEL WP at or above 5000', then via depicted route to SLOTT WP. Thence. . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080', then via 200° course to

BPARK WP, then via 253° track to YAMEL WP, cross YAMEL WP at or above 5000', then via depicted route to SLOTT WP. Thence. . . . TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080′, then via 190° course to

BPARK WP, then via 253° track to YAMEL WP, cross YAMEL WP at or above 5000', then via depicted route to SLOTT WP. Thence. . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100′ then via 188° course to BPARK WP, then via 253° track to YAMEL WP, cross YAMEL WP at or above 5000', then via depicted route to SLOTT WP. Thence. . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1080', then via 345° course to HAZKL WP, cross HAZKL WP at or above 5000', then via depicted route to SLOTT WP. Thence. . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1080', then via 346° course to HAZKL WP, cross HAZKL WP at or above 5000', then via depicted route to SLOTT WP.

Thence. . . . TAKE-OFF RUNWAY 36L: Climb via 354° heading to 1120′, then direct HAZKL WP, cross

cross HAZKL WP at or above 5000', then via 275° to TULUY WP, then via 255° track to RGYLE WP,

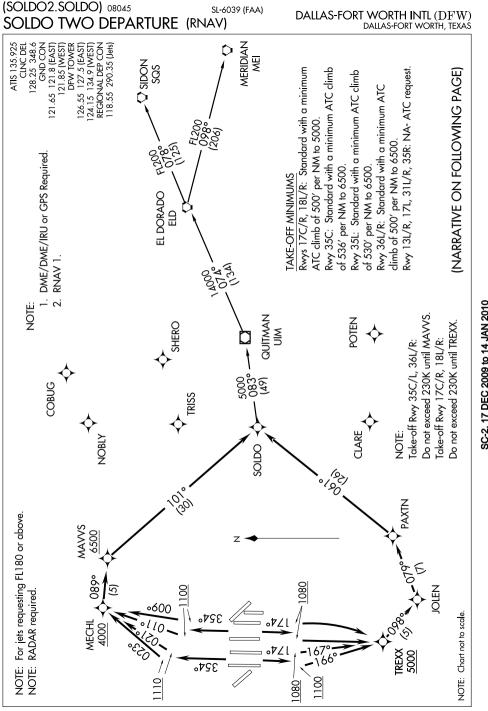
HAZKL WP at or above 5000', then via 275° to TULUY WP, then via 255° track to RGYLE WP, then via depicted route to SLOTT WP. Thence. . . . TAKE-OFF RUNWAY 36R: Climb via 354° heading to 1120′, then left turn direct HAZKL WP,

then via depicted route to SLOTT WP. Thence. via (transition). Maintain 10,000', expect filed altitude 10 minutes after departure.

BOOMR TRANSITION (SLOTT2.BOOMR): (For aircraft inbound to the Lubbock Terminal area only.)

GUTHRIE TRANSITION (SLOTT2.GTH)

TUCUMCARI TRANSITION (SLOTT2.TCC)



DALLAS-FORT WORTH INTL (DFW) SOLDO TWO DEPARTURE(RNAV) DALLAS-FORT WORTH, TEXAS DEPARTURE ROUTE DESCRIPTION V **PROPS**

SL-6039 (FAA)

FILE AND EXPECT WYLE OR HUBBARD DEPARTURE **JETS**

(SOLDO2.SOLDO) 05188

Jets requesting 17,000 and below expect GARLAND DEPARTURE

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct

TREXX, cross TREXX at or above 5000, then via depicted route to SOLDO.

Thence. . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX, cross TREXX at or above 5000, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 167° course to TREXX, cross TREXX at or above 5000, then via depicted route

to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 166° course to TREXX, cross TREXX at or above 5000, then via depicted route

to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL, cross MECHL at or above 4000, then via 089° track to

MAVVS, cross MAVVS at or above 6500, then via depicted route to SOLDO. Thence... TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via

011° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS, cross MAVVS at or above 6500, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 023° course to MECHL, cross MECHL at or above 4000, then via 089° track to

MAVVS, cross MAVVS at or above 6500, then via depicted route to SOLDO. Thence. . . . TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, the via

021° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS, cross MAVVS at or above 6500, then via depicted route to SOLDO. Thence. . . .

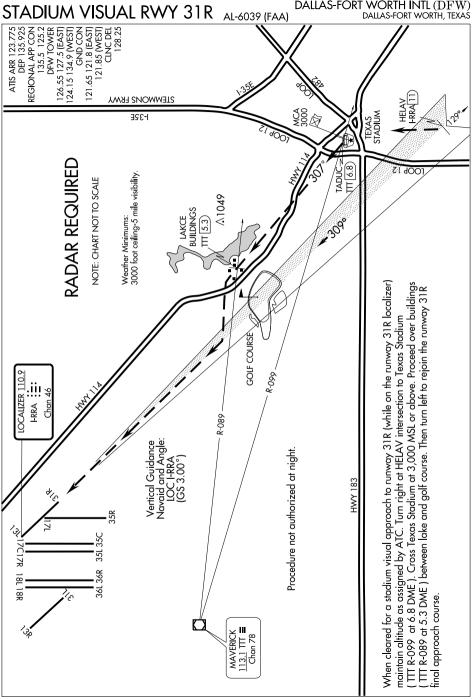
departure.

EL DORADO TRANSITION (SOLDO2.ELD): (For aircraft inbound to the MEMPHIS TERMINAL AREA. Aircraft should file and/or expect appropriate STAR.) MERIDIAN TRANSITION (SOLDO2.MEI): (For aircraft inbound to the ATLANTA

. . . . via (TRANSITION). Maintain 10,000. Expect filed altitude within 10 minutes after

TERMINAL AREA.) QUITMAN TRANSITION (SOLDO2.UIM): (For aircraft inbound to the SHREVEPORT

TERMINAL AREA.) SIDON TRANSITION (SOLDO2.SQS)



(TEX1.FUZ) 09351 DALLAS-FORT WORTH INTL (DFW) TEXOMA ONE DEPARTURE SL-6039 (FAA) DALLAS-FORT WORTH, TEXAS ATIS 135 925 TUISA CLNC DEL 128.25 4.30 114.4 TUL :--. GND CON 121.65 121.8 (EAST) 121.85 (WEST) DFW TOWER 126.55 127.5 (EAST) 124.15 134.9 (WEST) Chan 91 N36°11.78′ REGIONAL DEP CON 125.12 319.85 (Departing North) W95°47.29' 126.47 363.15 (Departing South via FUZ R-248 or FUZ R-360) L-15, H-6 **OKMULGEE** 118.55 290.35 (Departing South via FUZ R-013 or FUZ R-022) 114.9 OKM = --Chan 96 TAKE-OFF OBSTACLES: N35°41.59′ Rwy 31L: Multiple trees, 928' to 2034' from DER, 724' to 873' left of centerline, up to 32' AGL/654' MSL. W95°51.96' Rwy 35R: Multiple Buildings beginning 5443' from DER, L-15, H-6 202' right of centerline, up to 173' AGL/714'MSL. **ROLLS** WILL ROGERS MC ALESTER N35°43.36′ W99°28.24′ 114.1 IRW :=: 112.0 MLC ._... 95'A Chan 88 Chan 57 L-15, H-6 N35°21.52' N34°50.97' W97°36.55' W95°46.94' L-17, H-6 L-15, H-6 008 008 SC-2, 17 DEC 2009 to 14 JAN 2010 , ZEMMA N34°23.03′ å, W96° 59.40′ **EAKER** MRMAC L-17, H-6 N34°50.48′ W98°06.57′ N34°19.05′ W96°37.19′ ADM R-071 L-17,H-6 URH જ્ 8 TIKYS N34° 04.00′ ARDMORF ADMW96°25.56′ R-097 360° 360° (56) 116.7 ADM =--Chan 114 4000 (46) TEXOMA N34° 12.70′-W97° 10.09 114.3 URH := Chan 90 L-17, H-6 **BLECO** GRABE N33°27.09′ W96°57.69′ N33°27.05′ W97°06.54′ L-17 L-17 R-256 R-094 R-092 -BOWIE BONHAM LOWGN AKUNA 112.4 UKW ::-114.6 BYP =::-N33°27.05′ N33°27.04' Chan 71 9 Chan 93 W97°14.99′ W96°49.39' TAKE-OFF MINIMUMS: 34) 10.55 Rwys 13L, 13R, 17C, 17L, 17R, 18L, 18R, 31L, 31R, 35C, 35L, 36L, 36R: 340° **STANDARD** Rwy 35R: $200-1\frac{1}{2}$ or Standard with minimum climb of 221' per NM to 800, TTT 7.3 or alternatively, with Standard takeoff minimums and a normal 200'/NM climb 005° 345° gradient, takeoff must occur no later than 1,700' prior to DER. 160° **RANGER** 115.7 FUZ 185° MAVERICK Chan 104 113.1 TTT N32 °53.37′-W97 °10.77′ Chan 78 N32° 52.15′-W97 °02.43′ NOTE: Chart not to scale (NARRATIVE ON FOLLOWING PAGE)

SC-2, 17 DEC 2009 to 14 JAN 2010

(TEX1.FUZ) 09351 TFXOMA ONE DEPARTURE

V

SL-6039 (FAA)

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

DEPARTURE ROUTE DESCRIPTION

PROPS

EXPECT JACKY OR TRI-GATE DEPARTURE.

JETS

UNLESS OTHERWISE ADVISED, MAINTAIN 10,000 FEET AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE. MAINTAIN 240 KIAS UNTIL LEAVING 5000.

TAKE-OFF RUNWAYS 13L/R, 17L, 31L/R, 35R: Climb via assigned heading and altitude. expect vector to appropriate route. TAKE-OFF RUNWAYS 17C/R: Climb via heading 160°, expect vector to appropriate route.

TAKE-OFF RUNWAYS 18L/R: Climb via heading 185°, expect vector to appropriate route. TAKE-OFF RUNWAYS 35L/C: Climb via heading 005°, expect vector to appropriate route. TAKE-OFF RUNWAYS: 36L/R: Climb via heading 345° to TTT VOR/DME 7.3 DME then via

INT, then via ADM R-179 to ADM VORTAC.

heading 340°, expect vector to appropriate route.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT. EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT. MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or

intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC. OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME

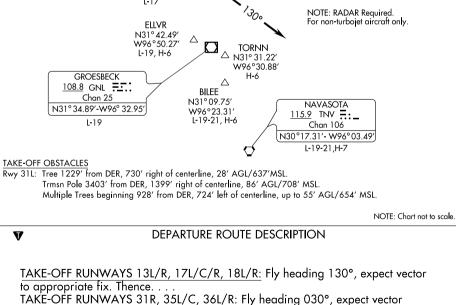
proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME. ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC. WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT,

then via IRW R-145 to IRW VORTAC. ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned) From over FUZ VORTAC via

FUZ R-360 to ZEMMA INT

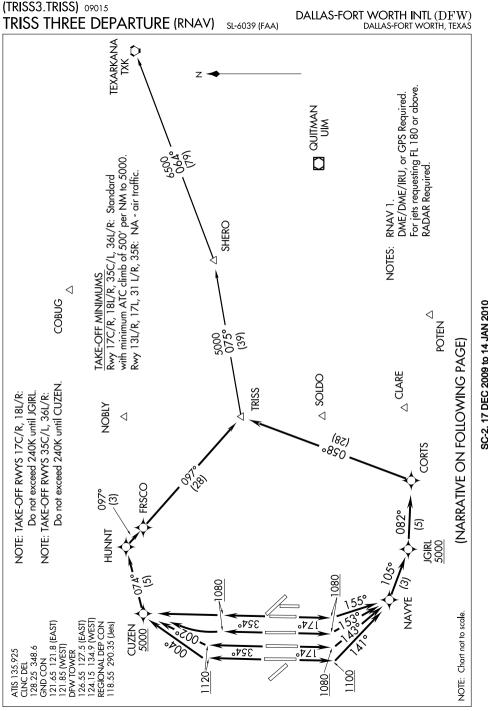
(TGATE6.DFW) 07298 DALLAS-FORT WORTH INTL (DFW) TRI-GATE SIX DEPARTURE DALLAS-FORT WORTH, TEXAS SL-6039 (FAA) ATIS 135.925 OKMUIGEE CLNC DEL 114.9 OKM = --128 25 McALESTER GND CON Chan 96 112.0 MLC N35°41.59′- W95°51.96′ 121.65 121.8 (EAST) Chan 57 121.85 (WEST) L-15,H-6 N34° 50.97′ - W95° 46.94′ **DFW TOWER** L-17.H-6 126.55 127.5 (EAST) 124.15 134.9 (WEST) REGIONAL DEP CON **TEXOMA EAKER** 124.3 282.275 (NORTH) 114.3 URH :== N34°19.05' 125.2 343.65 (SOUTH) **TIKYS** Chan 90 W96° 37.19′ Δ N34° 04.00′ L-17, H-6 N33° 56.65′ - W96° 23.51 W96°25.56′ L-17.H-6 L-17, H-6 **GRABE** N33°27.09′ Δ W96°57.69′ L-17 TAKE-OFF MINIMUMS Rwy 35R: NA ALL OTHER RWYS: STANDARD. ARDIA N32°17.10′ W96°56.27' 1-17 NOTE: RADAR Required.



. . Maintain 2000 or as assigned by ATC, expect filed altitude ten minutes after

to appropriate fix. Thence. . . .

departure.



(TRISS3.TRISS) 09015
TRISS THREE DEPARTURE (RNAV) SI-6039 (FAA)
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS

V

DEPARTURE ROUTE DESCRIPTION

PROPS

File and Expect WYLIE or HUBBARD Departure

<u>JETS</u>

Jets requesting 17000' and below expect the GARLAND DEPARTURE

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 155° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to TRISS, Thence

TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via

153° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to TRISS, Thence

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via

143° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to TRISS, Thence

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via

141° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to TRISS, Thence

<u>TAKE-OFF RUNWAY 35C:</u> Climb via 354° heading to 1080, then direct CUZEN, cross CUZEN at or above 5000, then via depicted route to TRISS, Thence <u>TAKE-OFF RUNWAY 35L:</u> Climb via 354° heading to 1080, then right turn direct

CUZEN, cross CUZEN at or above 5000 then via depicted route to TRISS, Thence

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1120, then via

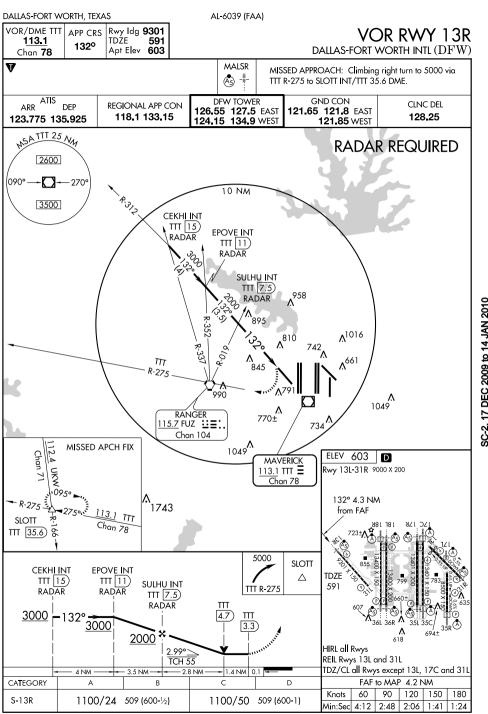
004° course to CUZEN, cross CUZEN at or above 5000, then via depicted route to TRISS, Thence

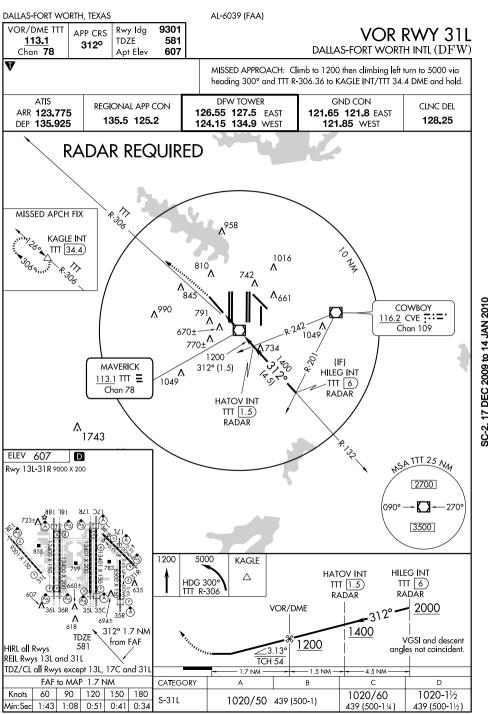
TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1120, then via

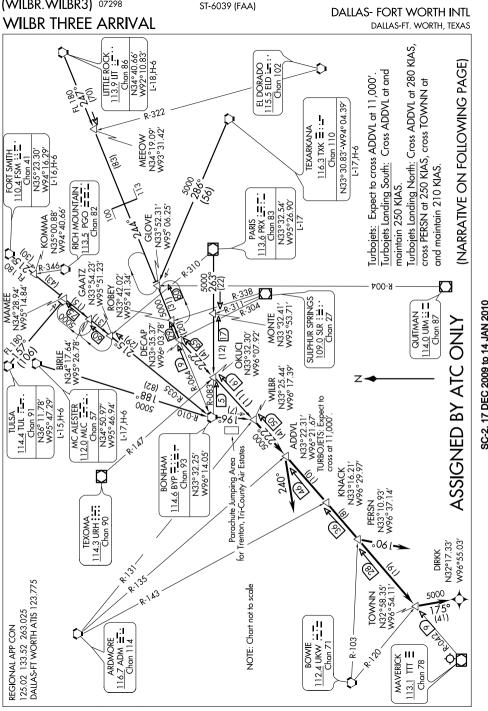
002° course to CUZEN, cross CUZEN at or above 5000, then via depicted route to TRISS, Thence

 \dots via (transition). Maintain 10000', expect filed altitude 10 minutes after departure.

TEXARKANA TRANSITION (TRISS3.TXK)







ARRIVAL DESCRIPTION

FORT SMITH TRANSITION (FSM.WILBR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-196 to WILBR INT. Thence LITTLE ROCK TRANSITION (LIT.WILBR3): From over LIT VORTAC via LIT R-247 and

BYP R-064 to GLOVE INT, then via BYP R-064 to DECAP INT, then via TTT R-042 to WILBR INT. Thence

MCALESTER TRANSITION (MLC.WILBR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-196 to WILBR INT. Thence

PARIS TRANSITION (PRX.WILBR3): From over PRX VOR/DME via PRX R-263 and BYP R-083 to OKUCI INT, then via TTT R-042 to WILBR INT. Thence

TEXARKANA TRANSITION (TXK.WILBR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to DECAP INT, then via TTT R-042 to WILBR INT. Thence

TULSA TRANSITION (TUL. WILBR3): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-196 to WILBR INT. Thence

. . . . ALL AIRCRAFT: From over WILBR INT via TTT R-042, thence

. . . . ALL AIRCRAFT LANDING SOUTH: To ADDVL INT, then depart ADDVL INT heading 240°, Expect vectors to final approach course.

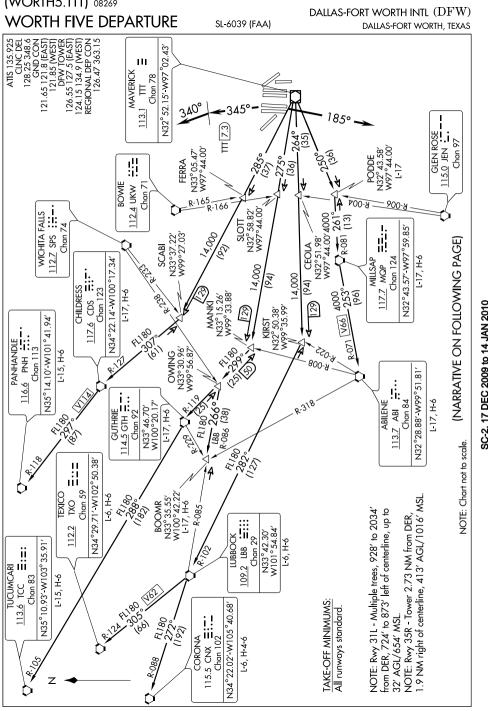
.... JETS LANDING NORTH: For /E, /F, /G and /R (RNP-2.0) EQUIPPED AIRCRAFT:

From over TOWNN INT direct DIRKK WP, Expect vector to final approach course prior to

DIRKK WP. If not received by DIRKK WP, fly present heading.

.... ALL OTHER JETS LANDING NORTH: to TOWNN, depart TOWNN INT heading 175° for vector to final approach course.

.... PROPS LANDING NORTH: Depart PERSN INT heading 190°, Expect vectors to final approach course.



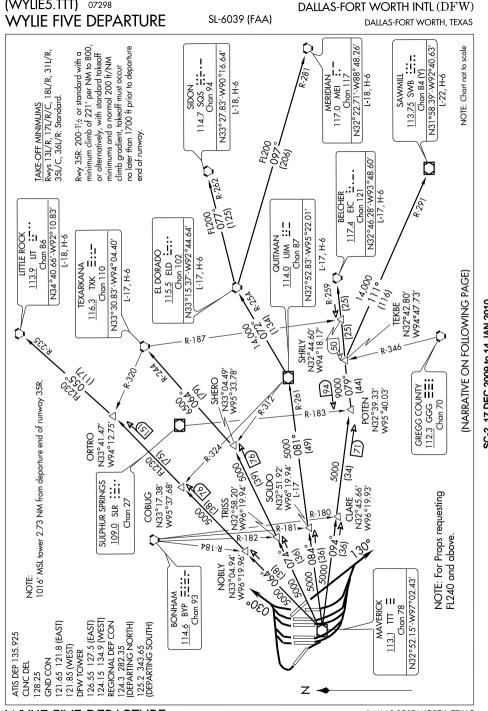
(VV OK I T D. I I I) 06215 DALLAS-FORT WORTH INTL (DFW) WORTH FIVE DEPARTURE SL-6039 (FAA) DALLAS-FORT WORTH, TEXAS V DEPARTURE ROUTE DESCRIPTION **PROPS** EXPECT THE COYOTE OR KINGDOM DEPARTURE JETS UNLESS OTHERWISE ADVISED, MAINTAIN 10,000 FEET AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE. MAINTAIN 230 KIAS UNTIL LEAVING 5.000'. TAKE-OFF RUNWAYS 13L/R, 17L/C/R, 31L/R, 35L/C/R: Climb via assigned heading and altitude, expect vector to appropriate route. TAKE-OFF RUNWAYS 18L/R: Climb via heading 185°, expect vector to appropriate route. TAKE-OFF RUNWAYS 36L/R: Climb via heading 345° to TTT VOR/DME 7.3 DME then via heading 340°, expect vector to appropriate route. ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC. BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT. SC-2, 17 DEC 2009 to 14 JAN 2010 CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABLINT, then via CDS R-127 to CDS VORTAC. CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC. GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKLINT, then via GTH R-119 to GTH VORTAC. LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC. MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC. PANHANDLE TRANSITION (WORTH 5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124

TCC VORTAC.

to TXO VORTAC. TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to



(WYLIE5.111) 07074 WYLIE FIVE DEPARTURE DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

V

JETS

Expect DALLAS or GARLAND DEPARTURE

SL-6039 (FAA)

PROPS

PROPS REQUESTING FL230 AND BELOW EXPECT HUBBARD DEPARTURE

TAKE-OFF RUNWAY 13L: Climb heading 130°, expect vector to appropriate route.

Thence....

TAKE-OFF RUNWAYS 13R, 17L/C/R, 18L/R: Climb heading 130°, expect vector to appropriate route. Thence. . . .

TAKE-OFF RUNWAYS 31L/R, 35L/C, 36L/R: Climb heading 030°, expect vector to appropriate route. Thence. . . .

TAKE-OFF RUNWAY 35R: Climb heading 354° to 1200 then via heading 030°, expect vector to appropriate route. Thence. . .

.... Maintain 2,000 feet and expect filed altitude 10 minutes after departure.

via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then

via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME

UIM R-072 and ELD R-254 to ELD VORTAC. LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC. MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261

to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC. QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal

area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.

to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME. SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254

SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094

to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC. SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME

via TTT R-084 to SOLDO. TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to

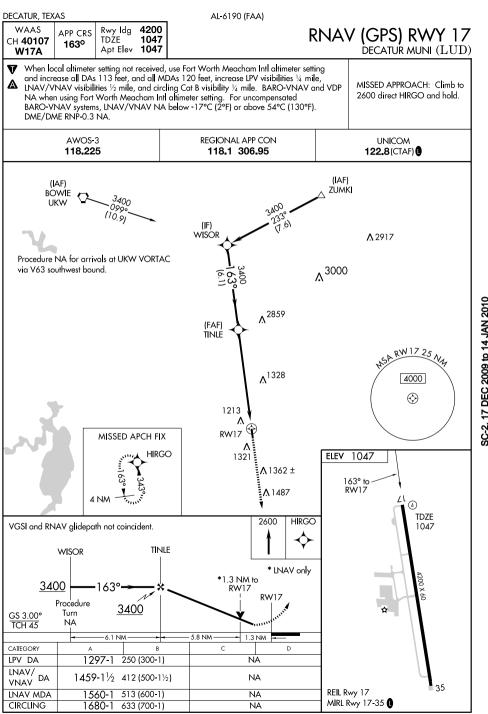
SHERO, then via TXK R-244 to TXK VORTAC.

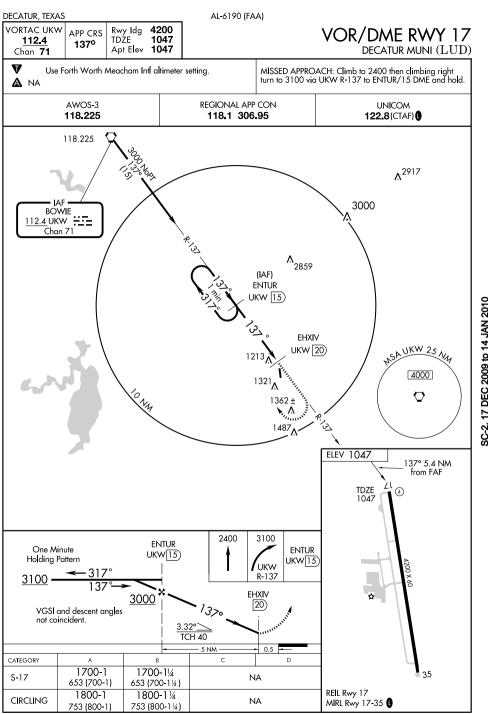
TAKE-OFF OBSTACLES:

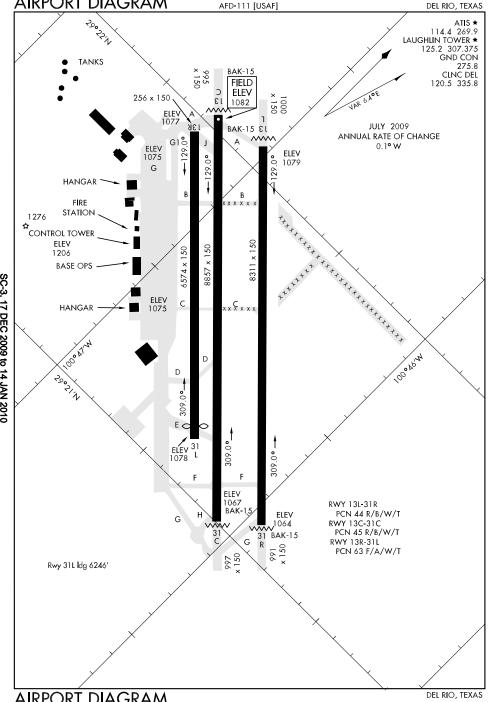
714' MSL.

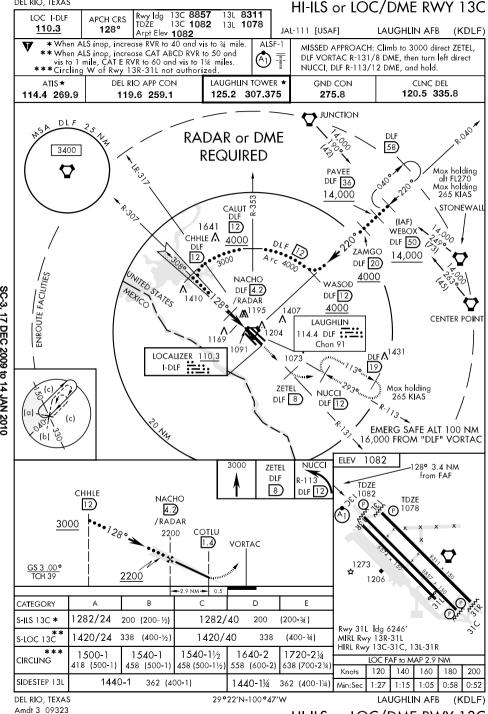
Rwy 31L, tree 1229' from DER, 730' right of centerline, 28' AGL/637' MSL. Trmsn pole 3403' from DER, 1399' right of centerline, 86' AGL/708' MSL. Multiple trees beginning 928' from DER,

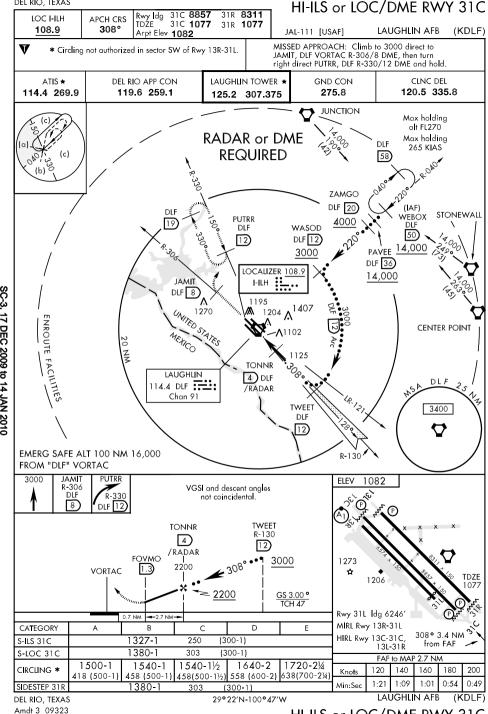
724' left of centerline, up to 55' AGL/654' MSL. Rwy 35R, multiple buildings beginning 5443' from DER, 202' right of centerline, up to 173' AGL/ SC-2, 17 DEC 2009 to 14 JAN 2010

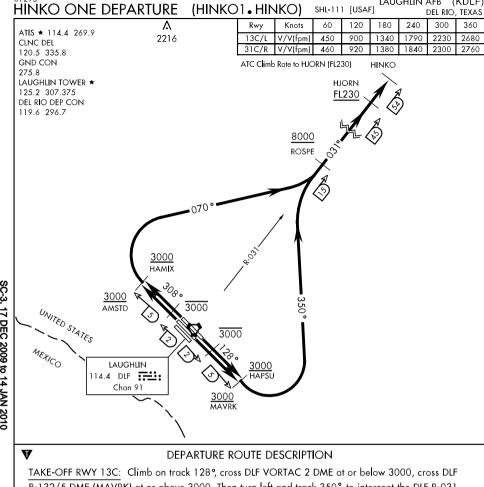












R-132/5 DME (MAVRK) at or above 3000. Then turn left and track 350° to intercept the DLF R-031

prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO. TAKE-OFF RWY 13L: Climb on track 128°, cross DER at or below 1600, cross DLF VORTAC 2 DME

to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

at or below 3000, cross DLF R-130/5 DME (HAPSU) at or above 3000. Then turn left and track 350°

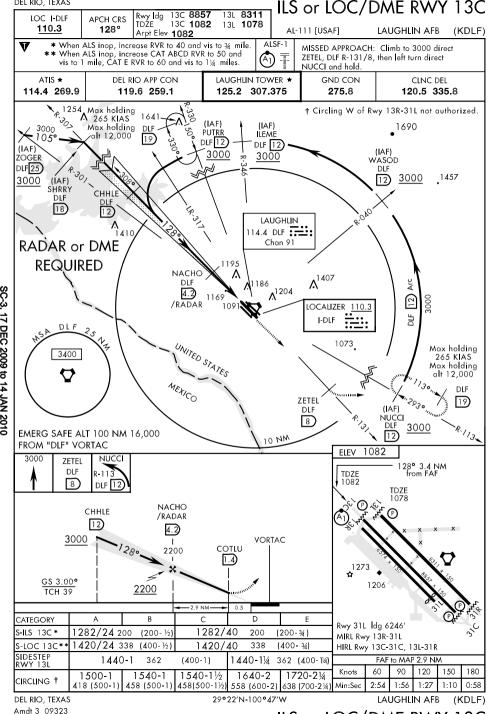
TAKE-OFF RWY 31C: Climb on track 308°, cross DLF VORTAC 2 DME at or below 3000, cross DLF

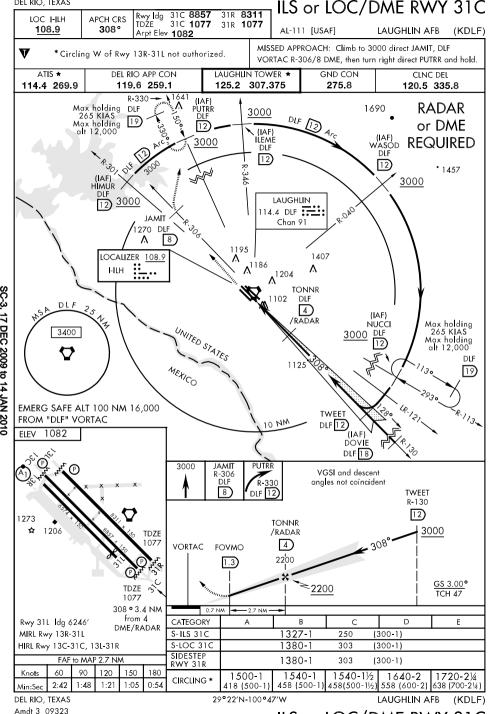
TAKE-OFF RWY 31R: Climb on track 308°, cross DER at or below 1600, cross DLF VORTAC 2 DME at or below 3000, cross DLF R-307/5 DME (HAMIX) at or above 3000. Then turn right and track 070°

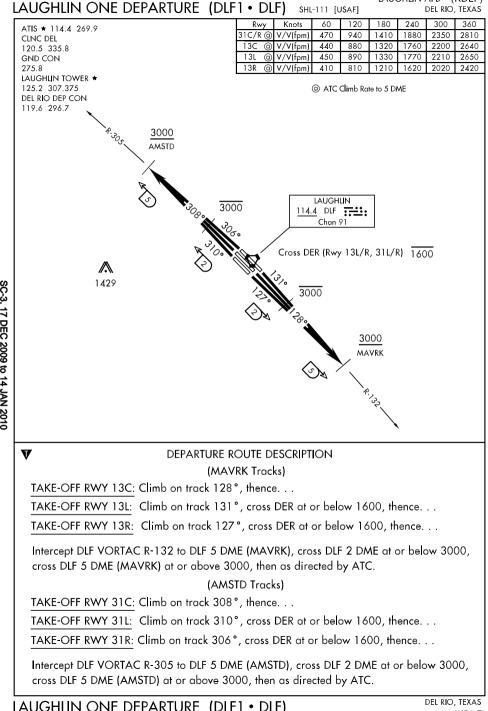
R-305/5 DME (AMSTD) at or above 3000. Then turn right and track 070° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

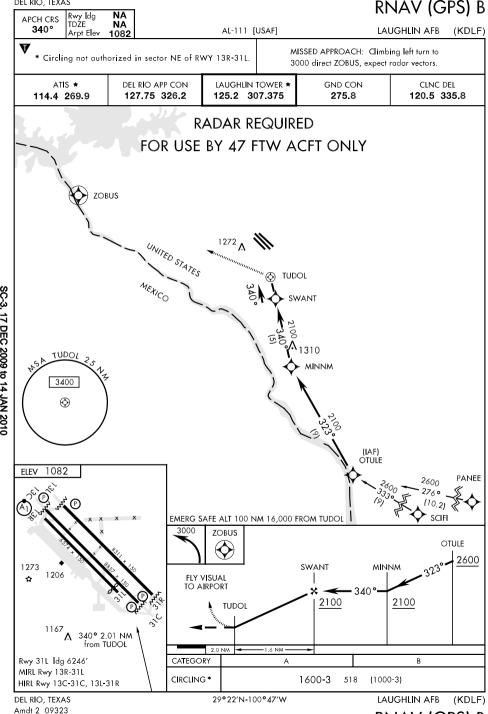
to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

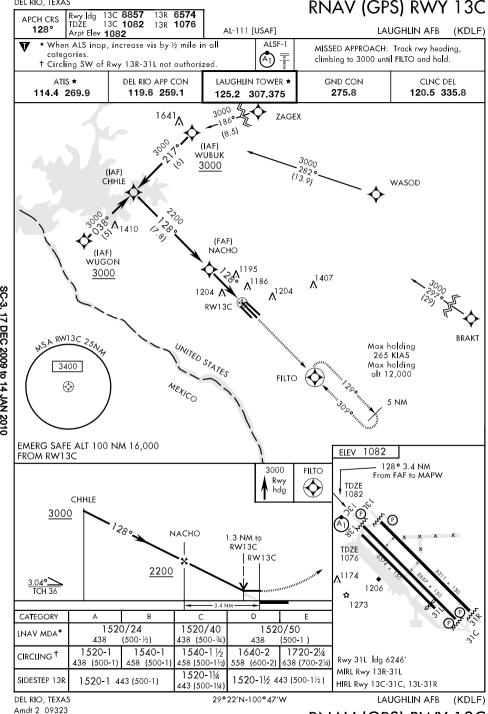
HINKO ONE DEPARTURE

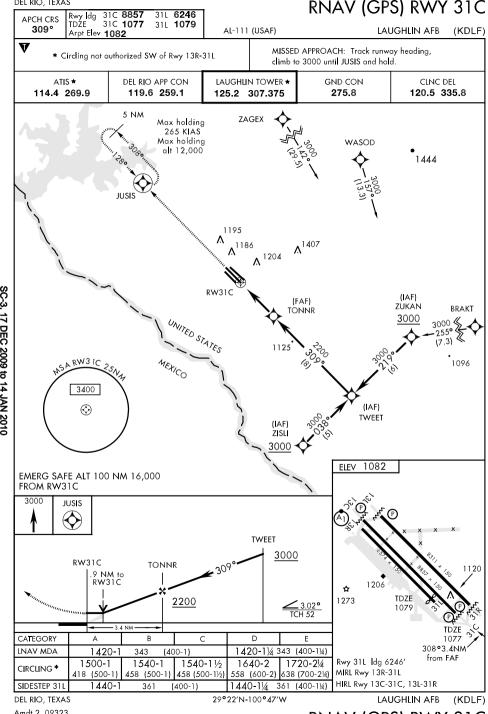


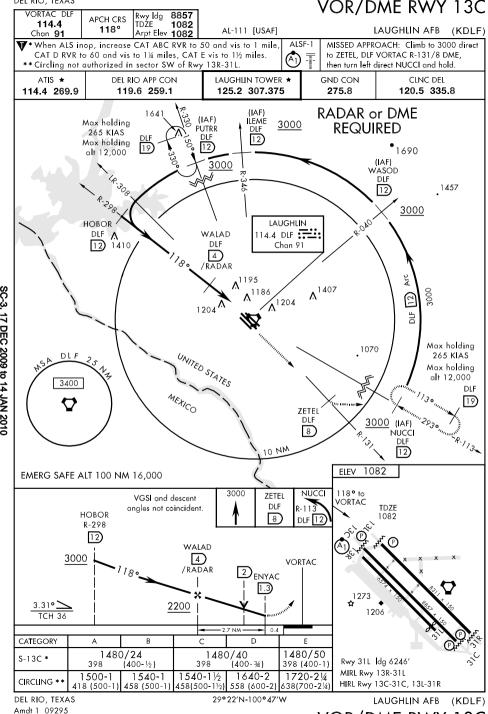


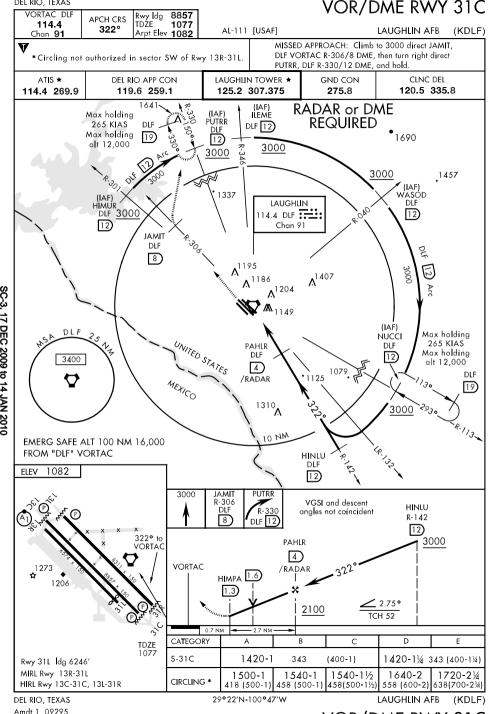












JUNCTION Transition (JCT.WEBOX4): From over JCT VORTAC via JCT R-190 to WEBOX. Thence...

LLANO Transition (LLO.WEBOX4): From over LLO VORTAC via LLO R-224 to

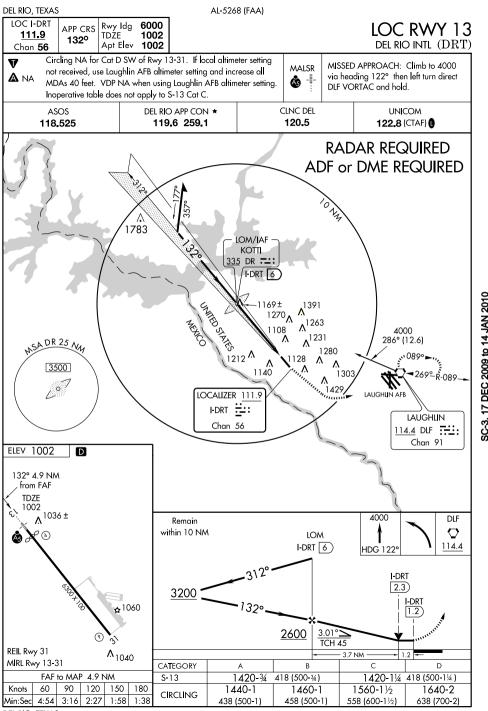
WEBOX. Thence...
STONEWALL Transition (STV.WEBOX4): From over STV VORTAC via STV R-249

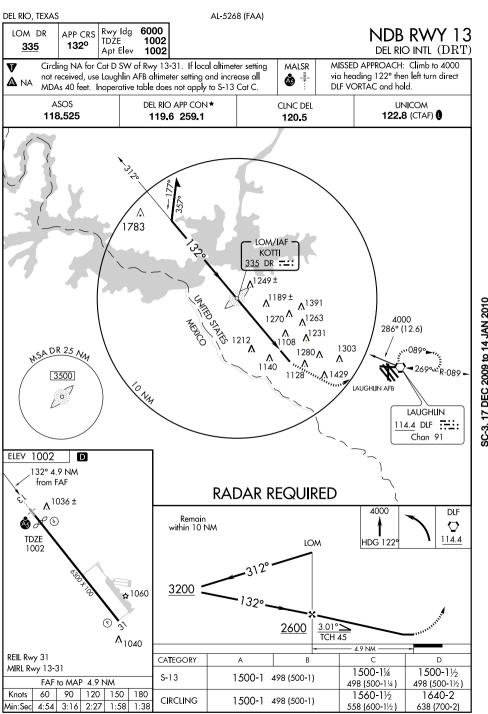
to WEBOX. Thence...

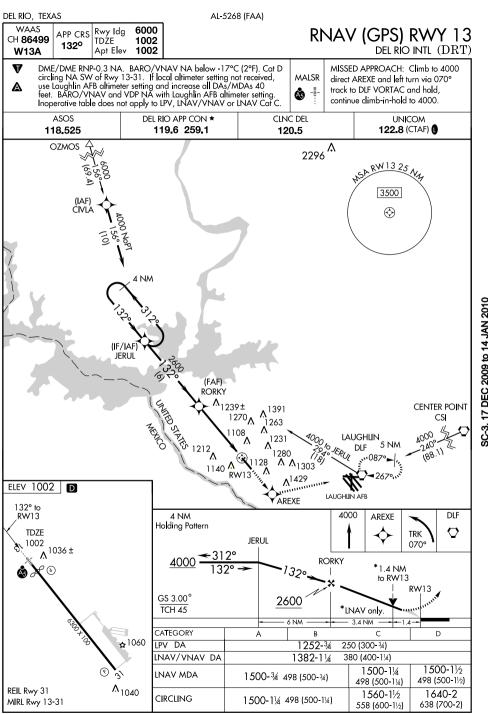
CENTER POINT Transition (CSI.WEBOX4): From over CSI VORTAC via CSI R-263 to WEBOX. Thence...

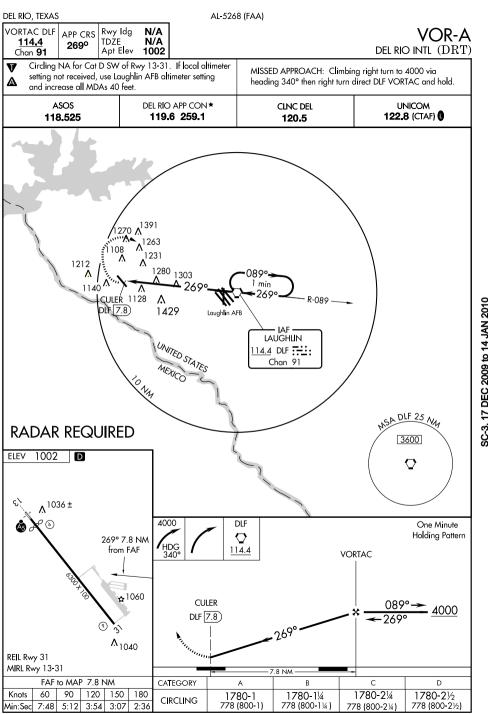
...From over DLF R-040/50 (WEBOX) via DLF R-040 to DLF R-040/12 (WASOD). Expect vectors for an instrument approach to runway in use.

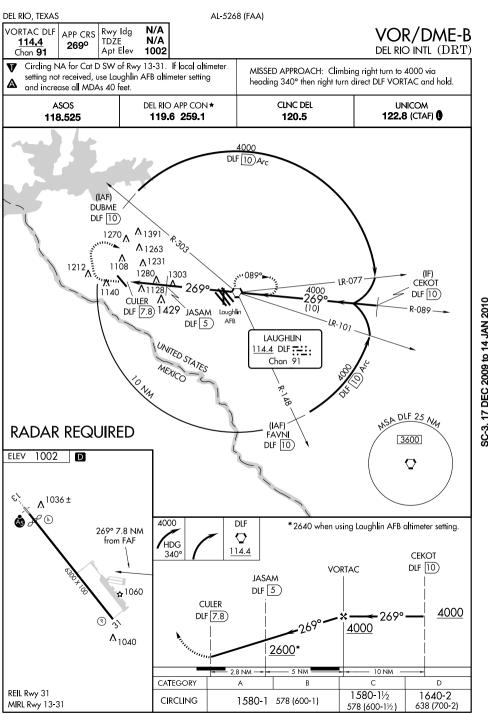
DEL RIO, TEXAS

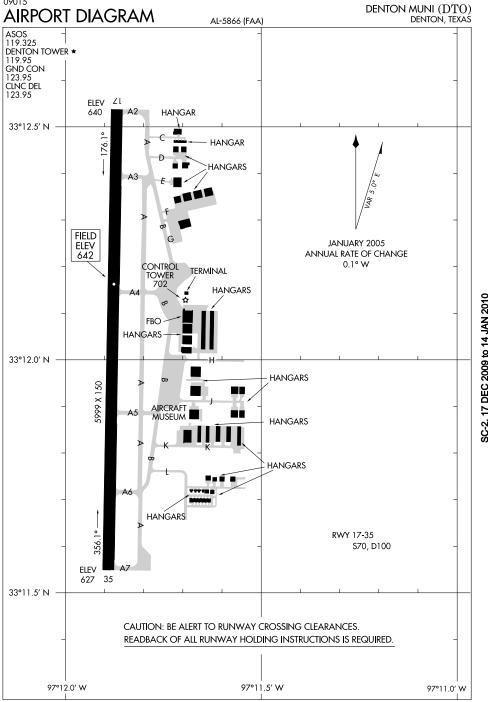


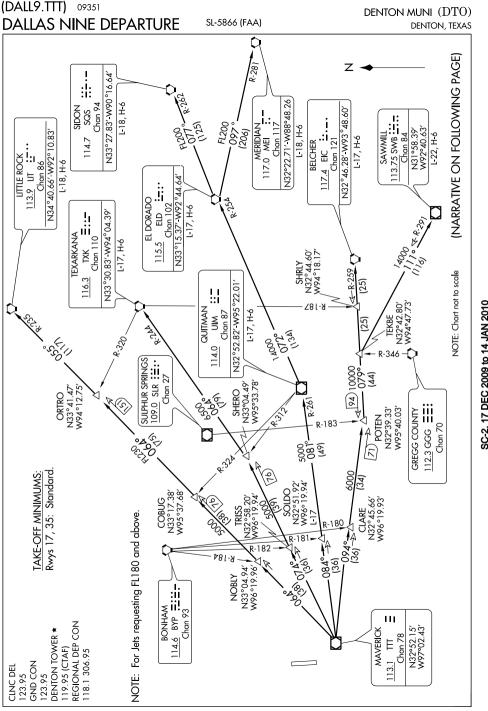












(DALLY, | | |) 09351 DENTON MUNI (DTO) DALLAS NINE DEPARTURE SL-5866 (FAA)

DENTON, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via

EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal

area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072

and ELD R-254 to ELD VORTAC. LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to

ORTRO INT, then via LIT R-235 to LIT VORTAC. MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal

area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

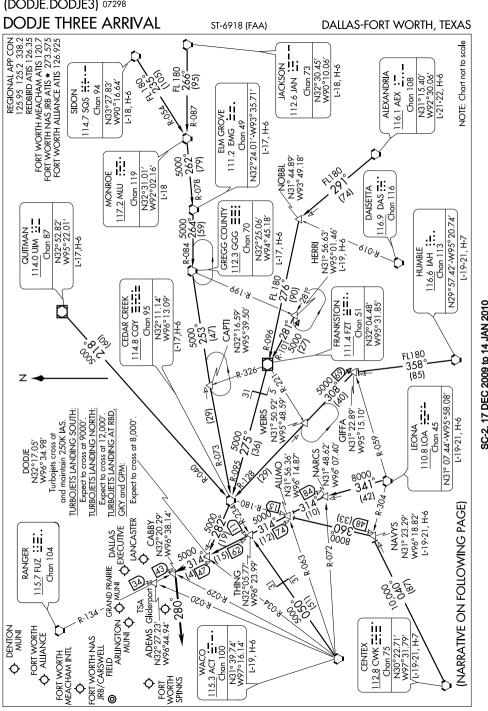
QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261

to UIM VOR/DME. SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to

POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME. SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to

SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC. SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.



ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS

INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . . ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY

VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253

and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . HERRI TRANSITION (HERRI DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY

R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to

CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via

GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . .

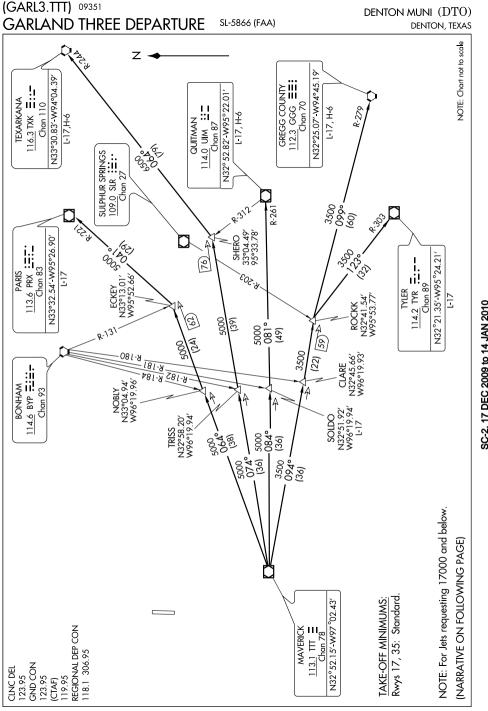
NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT, Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and

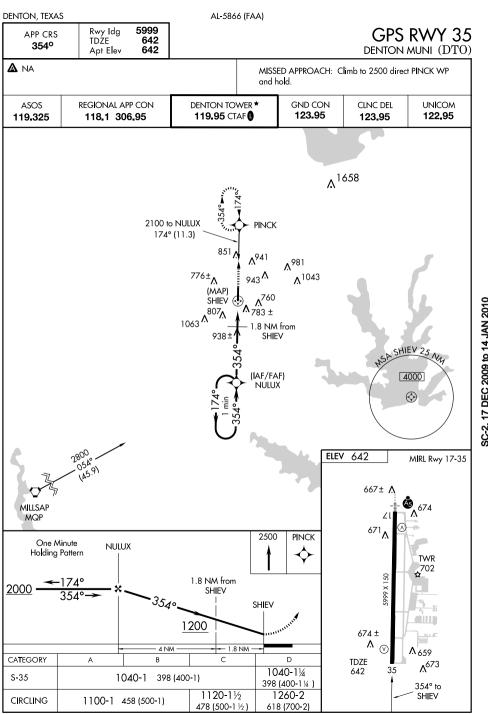
MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . . From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.



(GARL3.TTT) 09351		DENTON MUNI (DTO)						
GARLAND THREE DEPARTURE	SL-5866 (FAA)	DENTON, TEXAS						
DEPARTURE ROUTE DESCRIPTION								
When entering controlled airspace, fly	vassigned heading to approp	oriate route.						
LONGVIEW TRANSITION (GARL3.GO TO ROCKK INT, then via GGG R-279 PARIS TRANSITION (GARL3.PRX): From INT, then via PRX R-221 to PRX VOR/QUITMAN TRANSITION (GARL3.UIM) SOLDO INT, then via UIM R-261 to UI SOLDO TRANSITION (GARL3.SOLDO VIA TIT R-084 to SOLDO INT. TEXARKANA TRANSITION (GARL3.TY) to SHERO INT, then via TXK R-244 to TYLER TRANSITION (GARL3.TYR): From INT, then via TYR R-303 to TYR VOR/	o GGG VORTAC. om over TTT VOR/DME via T DME.): From over TTT VOR/DME IM VOR/DME.)): (ATC assigned) From over XK): From over TTT VOR/DM TXK VORTAC. om over TTT VOR/DM	TT R-064 to ECKEY via TTT R-084 to TTT VOR/DME NE via TTT R-074						



(GREGS.GREGS6) 09351	ST-106 (FAA)	
GREGS SIX ARRIVAL	DAL	LAS-FT. WORTH, TEXAS
TULSA TULSA TOPO (Plan 91 NA92-47.29 NA92-86.86 NA92-86.86	ACKME N33° 50.85' W97° 40.67' MASTY MASTY CREGS N33° 43.14' MIDA Iurbojest Landing South: Expect to cross at 11000 N33° 40.85' Turbojest landing or DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 8000 Turbojest landing at DAU See note. OB0° DENTON COULIN COULINY OCALIN COULINY DENTON COULIN COULINY OCALIN COULINY DENTON DENTON COULIN COULINY DENTON DENTON COULIN COULINY DENTON DE	MCKINNEY ADDISON LLAS-LOVE FIELD MESCUITE METRO LANCASTER
WILL ROGERS 114.1 IRW :=:- Chan 88 N35°21.52~W97°36.55 N34°21.30 CHARE W98°21.30 CHARE N98°21.30 CHARE	5000 5000	MILISAP WY7, 47.20 I-17,H-6 Chan 124 Chan 124
HEATR N34-49-47 W99-550-94	ZOO-A	120.15 120.15 126.35 126.35 ADDISC 133.4 REGION 119.05 113.7 ABILE Chan
BORGER 108.6 BGD = Chan 23 N35-48.42 W101° 22.93 L15.46 PANHANDIE Chan 13 CHIDRESS N35-14.10 W101° 41.94 CHIDRESS L15, H-6 Chan 123 CANID	FI 180 N34° 12.25' N36° 20' N36° 12.25' (89) TEXICO TURKI N34° 18.05' N36° 20' N37° 18.05' N37° 18.05' N37° 18.05' N38° 18.05' N40° 20' N38° 18.05' N40° 20'	NOTE: TURBOJET AIRCRAFT LANDING DAL: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR. NOTE: Chart not to scale (NARRATIVE ON FOLLOWING PAGE)

ST-106 (FAA)

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT Thence

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to

GREGS INT. Thence

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to

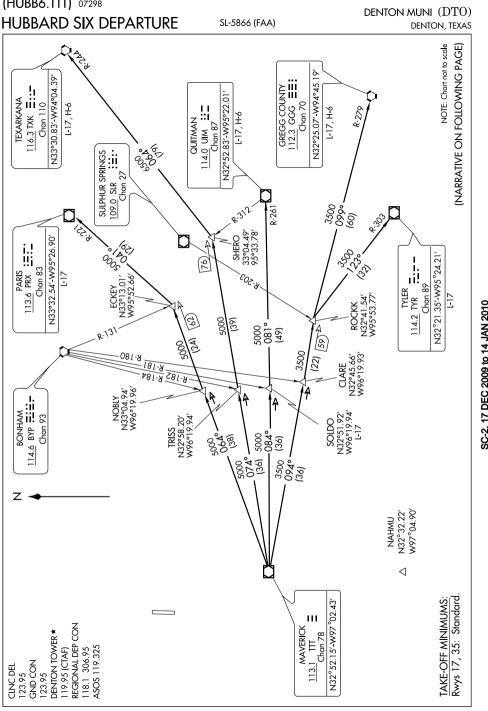
MOOSE INT. then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT Thence

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 17 DEC 2009 to 14 JAN 2010



[HUBBO.111] 07354 DENTON MUNI (DTO) HUBBARD SIX DEPARTURE SL-5866 (FAA)

DENTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.

PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.

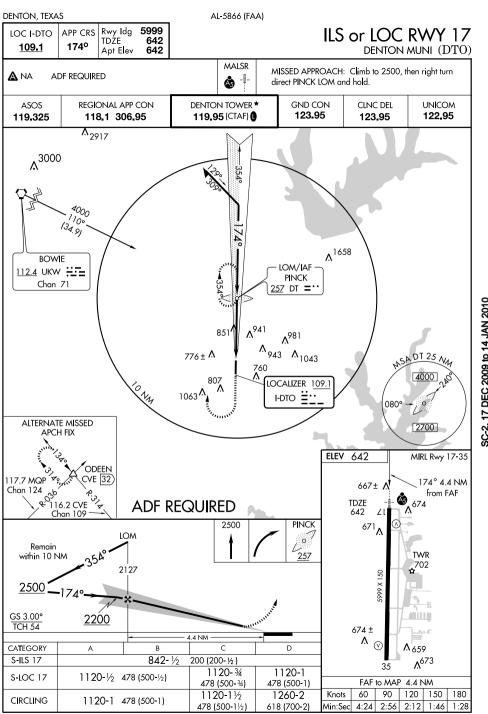
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES: Rwy 17:

Multiple trees beginning 190' from departure end of runway, 178' right of centerline, up to 66' AGL/665' MSL. Building 371' from departure end of runway, 261' left of centerline, 14' AGL/643' MSL. Tree 1,242' from departure end of runway, 806' right of centerline, 63' AGL/692' MSL.

SC-2, 17 DEC 2009 to 14 JAN 2010



(JPOOL4.TTT) 09351 DENTON MUNI (DTO) JOE POOL FOUR DEPARTURE SL-5866 (FAA) DENTON, TEXAS CLNC DEL TAKE-OFF MINIMUMS: 123.95 Rwys 17, 35: Standard. GND CON 123.95 DENTON TOWER* 119.95 (CTAF) MAVERICK REGIONAL DEP CON 113.1 TTT 118.1 306.95 Chan 78 ASOS 119.325 N32 °52.15′-W97 °02.43′ 166 TSA Gliderport CEDAR CREEK 114.8 CQY =:-: **NELYN** DARTZ N32°17.10′ N32°17.07′ Chan 95 W97°11.15′ W96°48.93′ R-074 R-275 R-072 SC-2, 17 DEC 2009 to 14 JAN 2010 ARDIA JASPA N32°17.10′ 🚓 (W96°56.27′ 😕 N32°17.10′ W97°03.54′ **BRDEN** L-17 L-17 N31°53.06′ **GLEN ROSE** W96°39.80′ 115.0 JEN : ... 4000 177 (38) (35)Chan 97 45) **TORNN ELLVR** 6 N31°31.22' N31°42.49′ TNV W96°30.88′ W96°50.27' WACO.__ 115.3 ACT ____ R-334 H-6 L-19, H-6 R-074 11 NM Chan 100 LEONA R-093 110.8 LOA :-N31° 39.74′-W97°16.14′ 8 Chan 45 L-19, H-6 WINDU N31°31.83' W97°04.95' R-268 72000 193° (70) L-19, H-6 BILEE: N31°09.75' **COLLEGE STATION** W96°23.31′ 113.3 CLL :::: **HOARY** L-19-21, H-6 N30°34.63' Chan 80 W97°46.52' N30° 36.30′-W96° 25.24′ L-19-21, H-7 L-19-21,H-7 NAVASOTA 115.9 TNV ... CENTEX Chan 106 112.8 CWK ==== Chan 75 SAN ANTONIO 116.8 SAT ::: Chan 115 N29°38.64′ W98°27.68′ L-19,H-7 (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT

VOR/DME via TTT R-1.56 to BILEE INT. BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156

to BRDEN INT. COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston

Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC. ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT

VOR/DME via TTT R-166 to ELLVR INT. HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC,

then via ACT R-193 to HOARY INT. JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME

via TTT R-176 to JASPA INT. SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and

San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

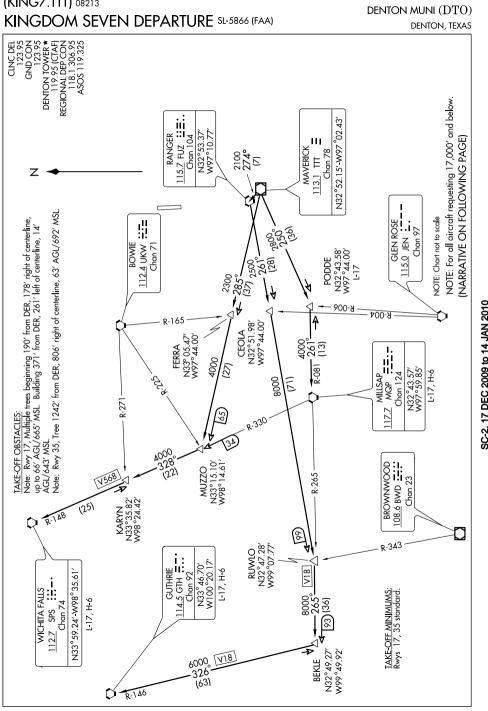
TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT

R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or

MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.



(KING/.III) 08213 DENTON MUNI (DTO) KINGDOM SEVEN DEPARTURE SL-5866 (FAA) DENTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

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appropriate route.

When entering controlled airspace fly assigned heading and altitude to

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock

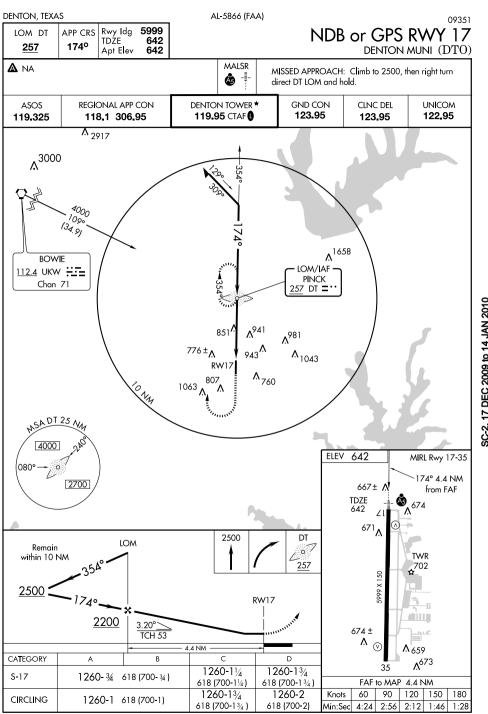
terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT,

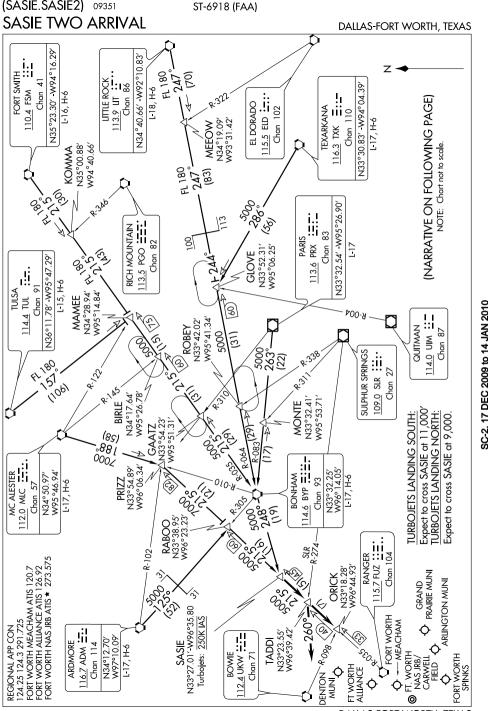
then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.

INT, then via MQP R-081 to MQP VORTAC.

MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE

PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT. WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZÓ INT, then via SPS R-148 to SPS VORTAC.





SC-2, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . . BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .

FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .

LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248

to SASIE INT. Thence. . . MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188

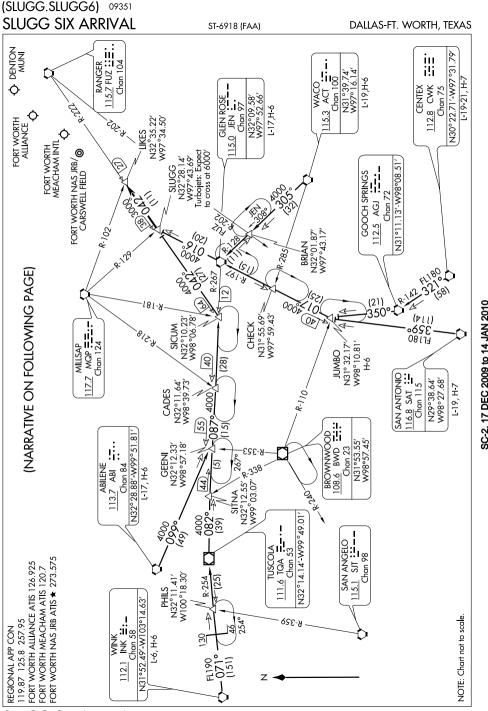
to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . . PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP

R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . . TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to

GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . . TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE

INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when

directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.



(SLUGG.SLUGG6) 09351
SLUGG SIX ARRIVAL ST-6918 (FAA) DALLAS-FORT WORTH, TEXAS

ARRIVAL ROUTE DESCRIPTION

ABILENE TRANSITION (ABI.SLUGG6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence

CENTEX TRANSITION (CWK.SLUGG6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via

and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence

GLEN ROSE TRANSITION (JEN.SLUGG6): From over JEN VORTAC via JEN R-016 to SLUGG INT. Thence

ILLIABO TRANSITION (JENRO SLUGG6): From over JEMBO INT via JEN R-197 to

JUMBO TRANSITION (JUMBO.SLUGG6): From over JUMBO INT via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence SAN ANTONIO TRANSITION (SAT.SLUGG6): From over SAT VORTAC via

SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence

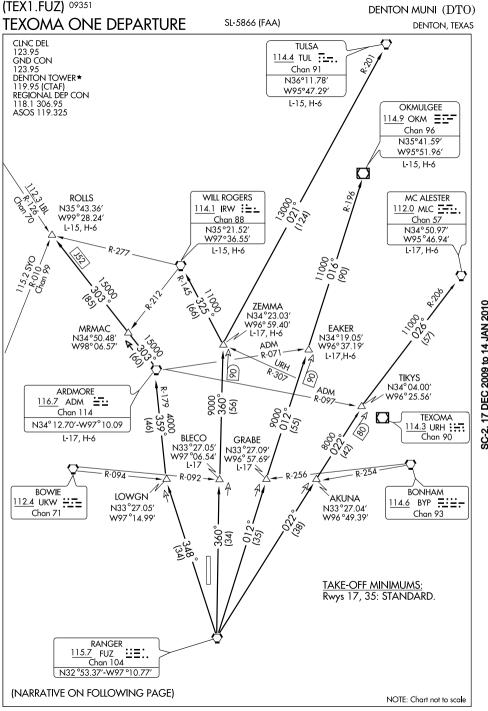
WACO TRANSITION (ACT SLUGG6): From over ACT VORTAC via ACT R-305 and

WACO TRANSITION (ACT.SLUGG6): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence

WINK TRANSITION (INK.SLUGG6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence

. . . . From over SLUGG INT, via FUZ R-222 to LIKES INT. Expect vectors to final approach course.

SC-2, 17 DEC 2009 to 14 JAN 2010



DENTON MUNI (DTO)
SL-5866 (FAA)
DENTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC

via FUZ R-360 to BLECO INT.

OKM VOR/DME.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT,

or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM

R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

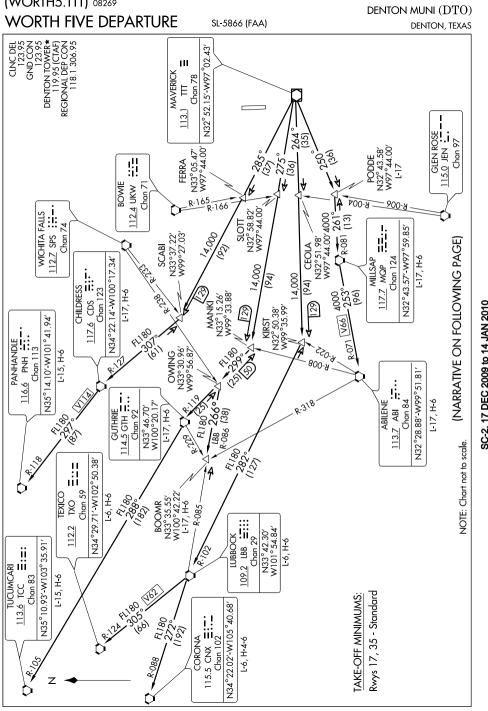
TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

<u>WILL ROGERS TRANSITION (TEX1.IRW):</u> (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC
via FLIZ R-360 to ZEMMA INT

via FUZ R-360 to ZEMMA INT.



(WORIH5.111) 06215 DENTON MUNI (DTO) **WORTH FIVE DEPARTURE** SL-5866 (FAA) DENTON, TEXAS DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading and altitude to appropriate route

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088

to CNX VORTAC. GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to

MANKI INT, then via GTH R-119 to GTH VORTAC. LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to

KIRST INT, then via LBB R-102 to LBB VORTAC. MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to

PODDE INT, then via MQP R-081 to MQP VORTAC.

to TXO VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABLINT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 SC-2, 17 DEC 2009 to 14 JAN 2010

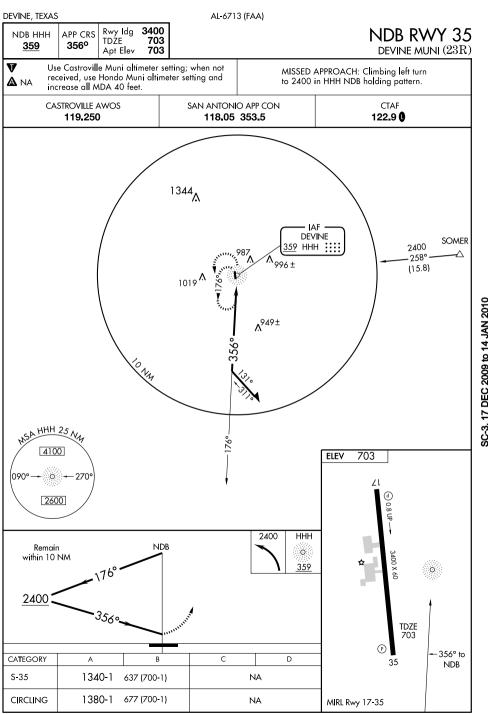
to PNH VORTAC.

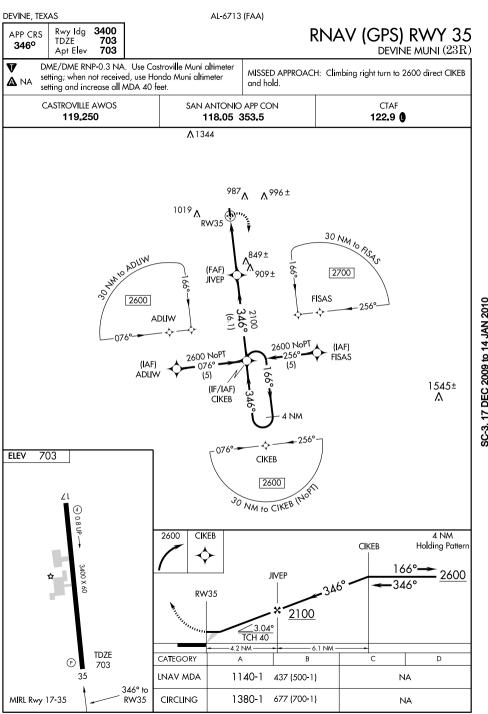
PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124

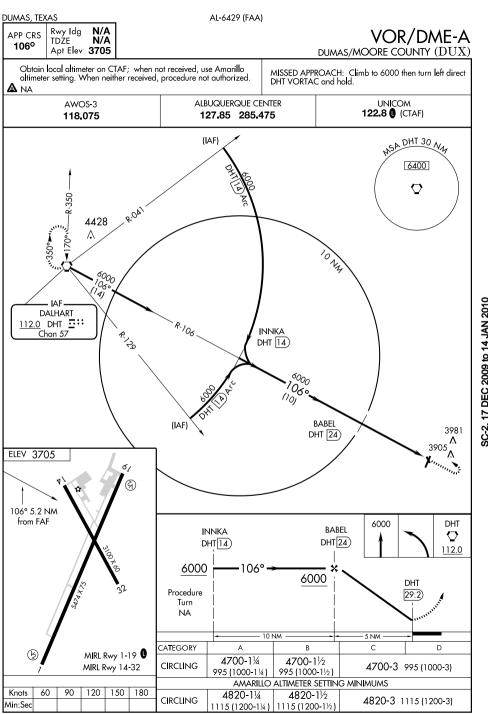
TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to

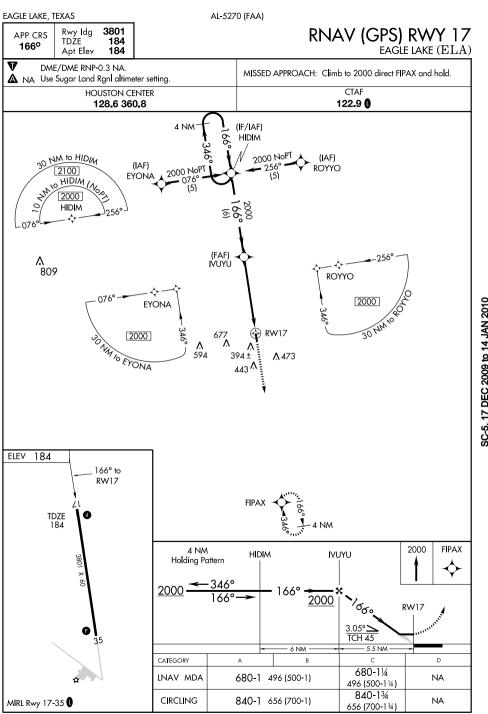
MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

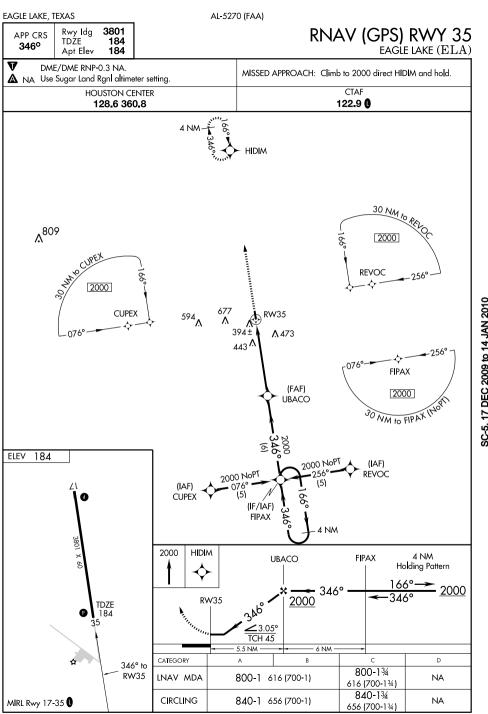


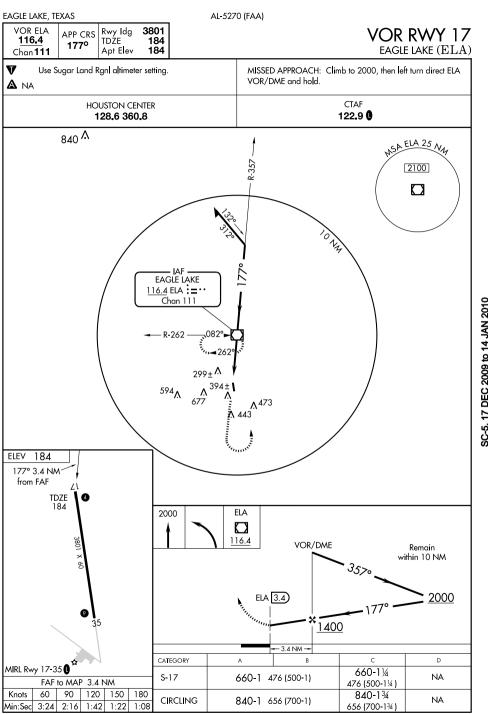


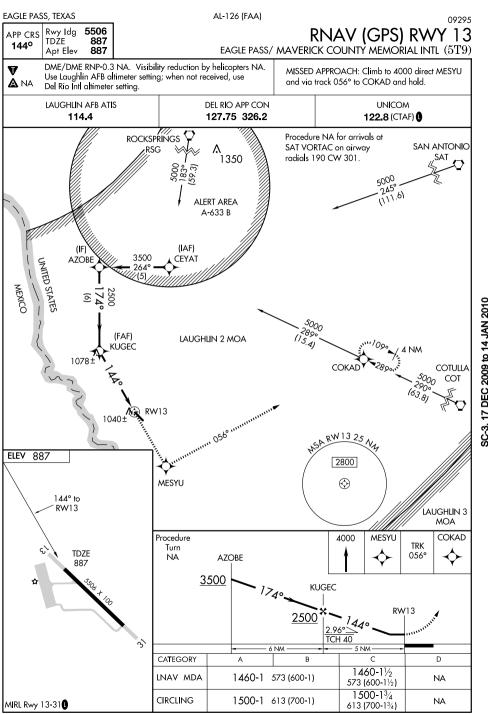
DUMAS, TEXAS		AL-642	9 (FAA)					
APP CRS 194° Rwy Idg 5474 TDZE 3701 Apt Elev 3705				DUM			RWY 19 JNTY (DUX)	
Obtain local altimeter setting on Cl use Amarillo Intl altimeter setting. A NA	Obtain local altimeter setting on CTAF; when not received, use Amarillo Intl altimeter setting.			MISSED APPROACH: Climb to 5000 then climbing right turn to 6000 direct NIVAH and hold.				
AWOS-3 118.075				QUE CENTER 285.475		NICON 3 () (C		
DALHART DHT 6000 086° (30.3)	- -	San		IAF) IVAH				
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* 32	CATEGORY		A	В	С		D	
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4	CIRCLING		200-1	4220-1 515 (600-1)	4220-1 515 (600-	1/2	4300-2 595 (600-2)	
B				TL ALTIMETER SETT			373 (000 2)	
1	S-19	S-19 43		519 (700-1)	4320-1 619 (700-		4320-2 619 (700-2)	
MIRL Rwy 1-19 🚺 MIRL Rwy 14-32	CIRCLING		4320-1 d		4320-1¾ 4400-2 615 (700-1¾) 695 (700-1			

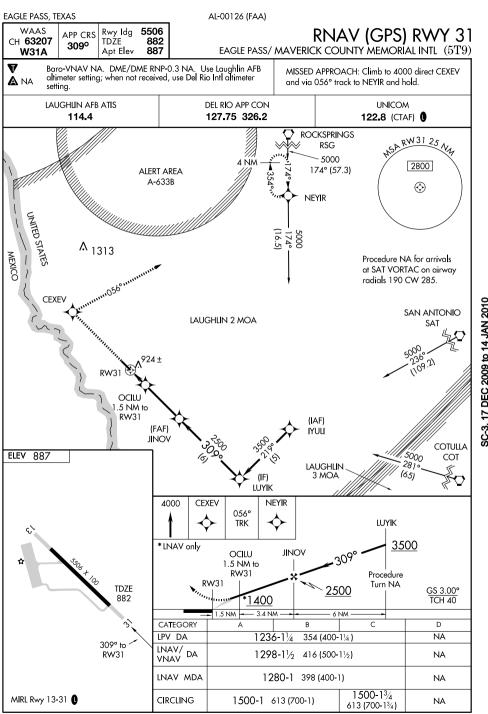


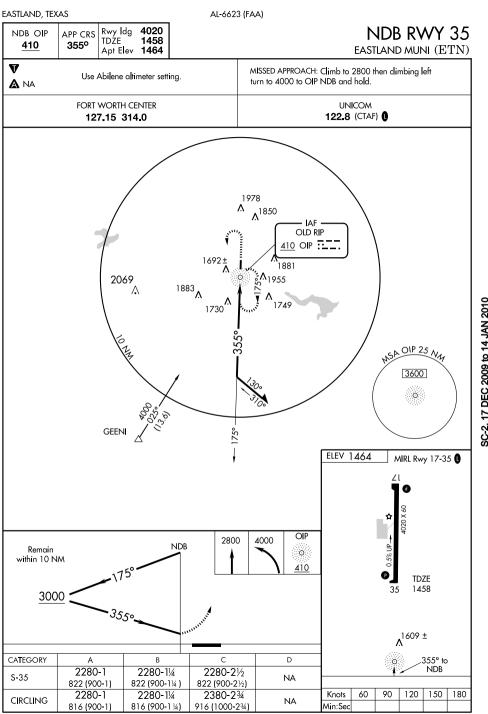


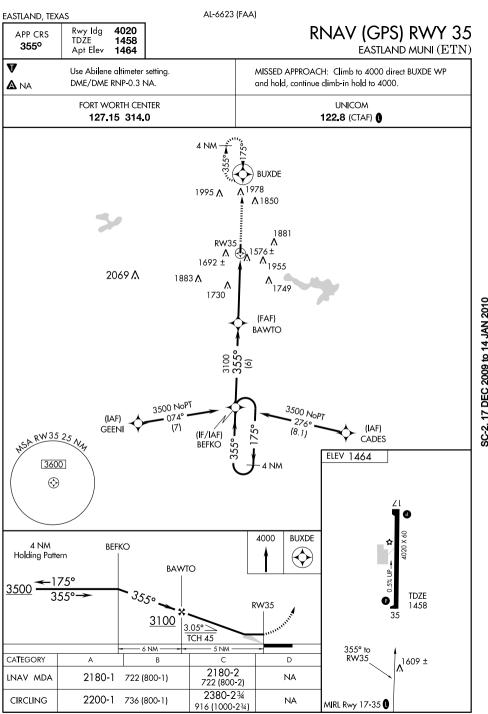


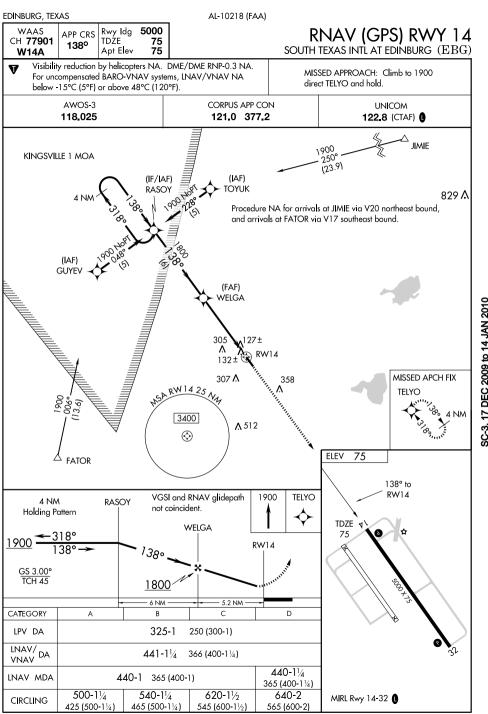


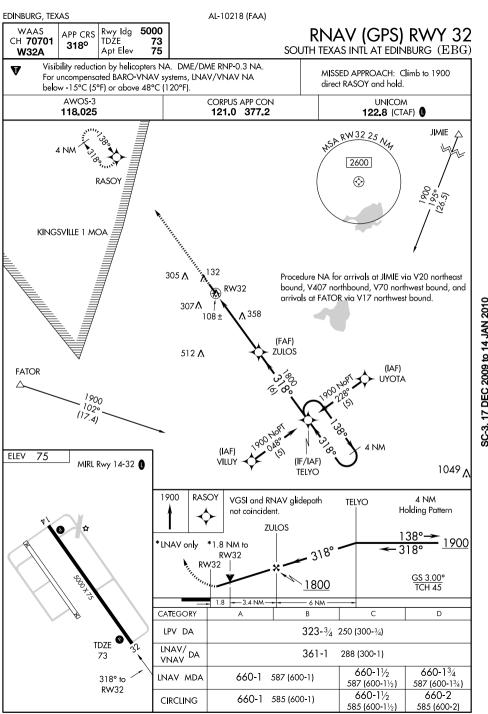


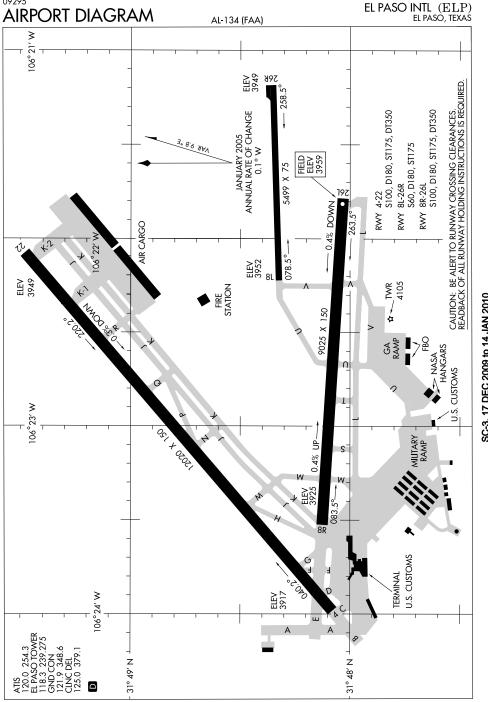


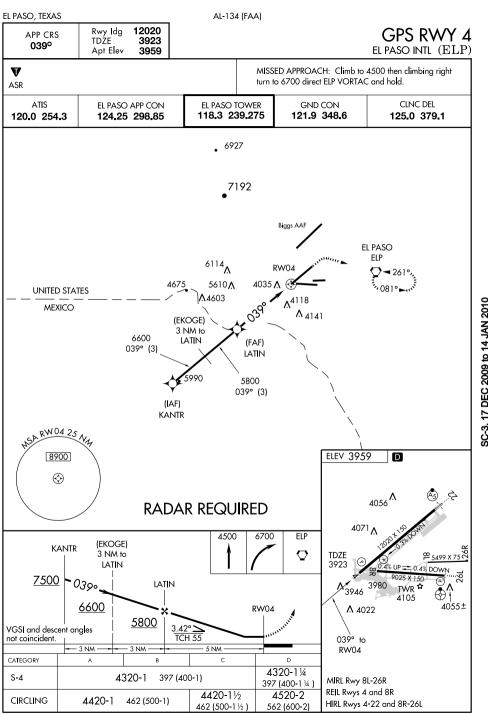


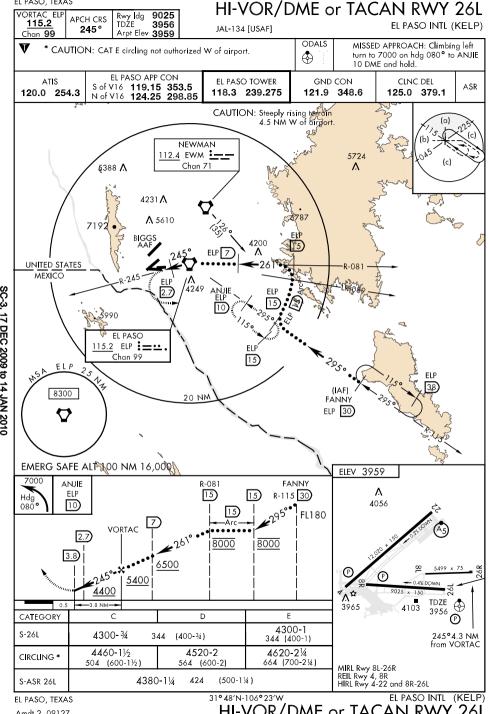


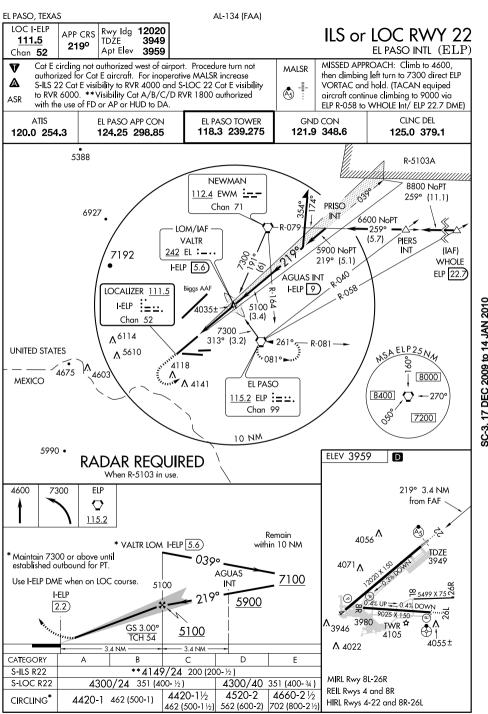


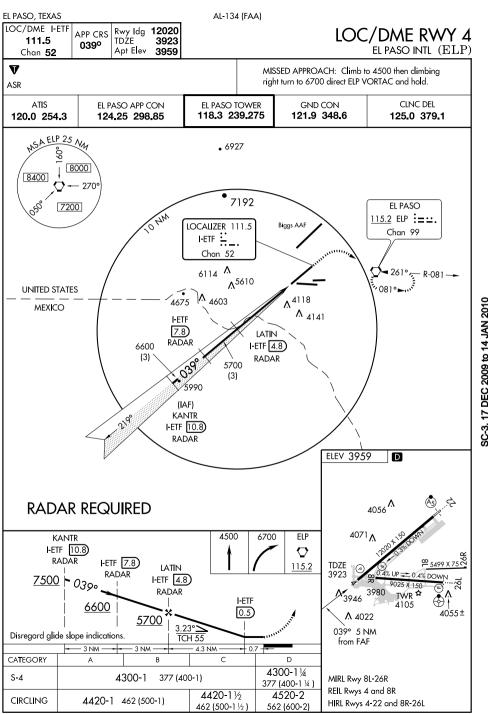


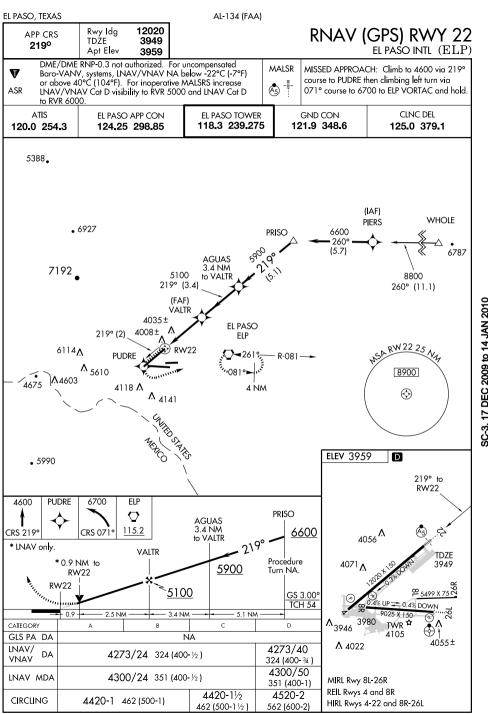


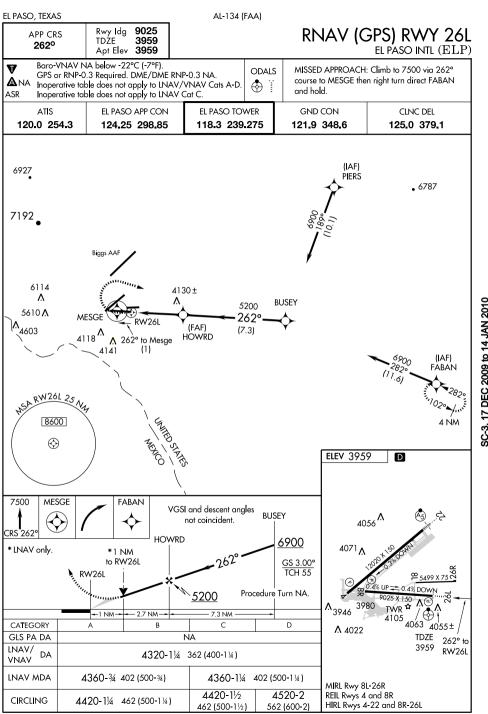


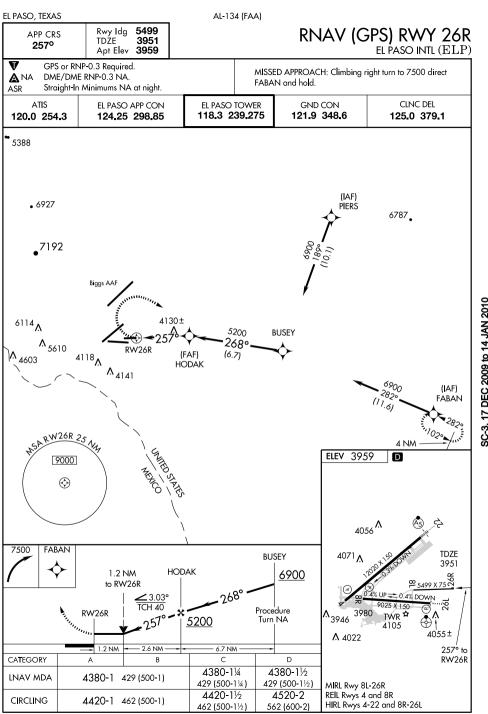


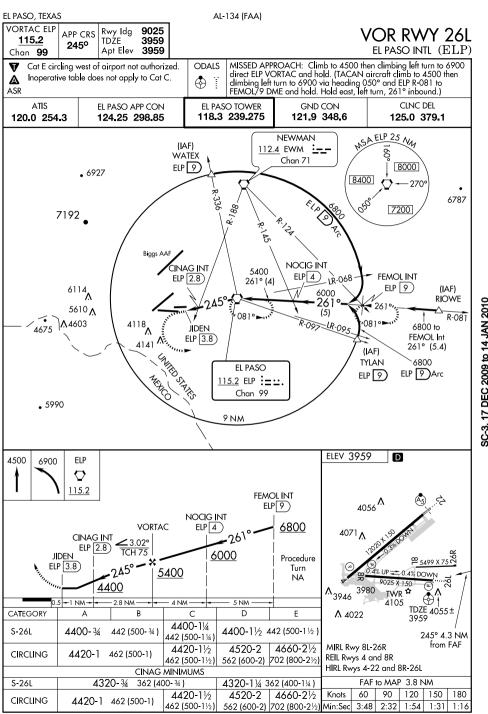


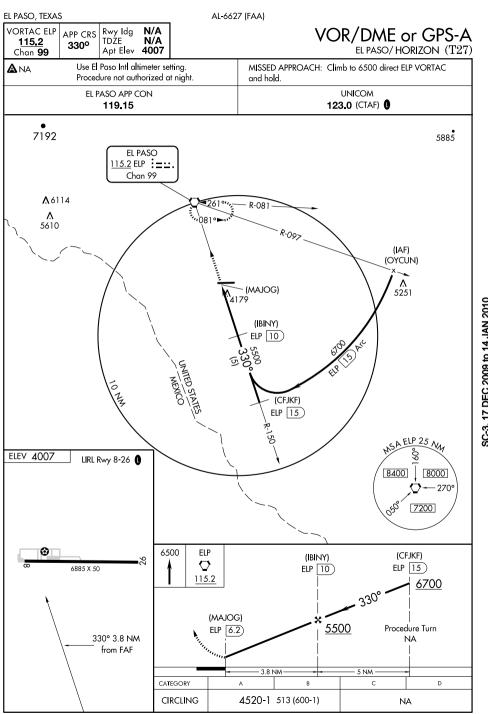


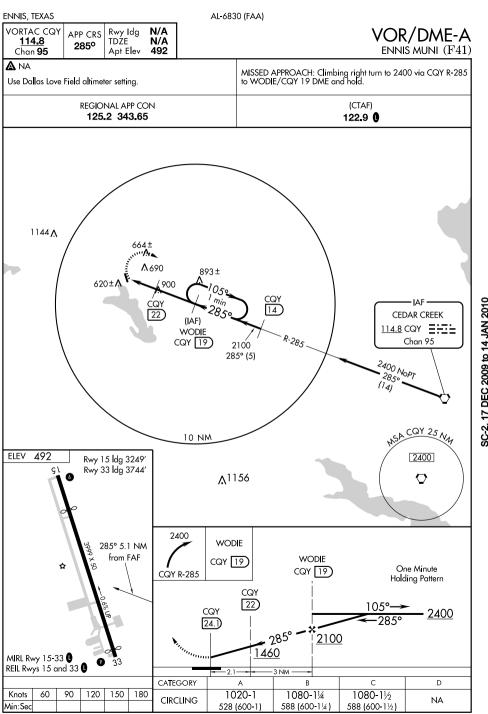


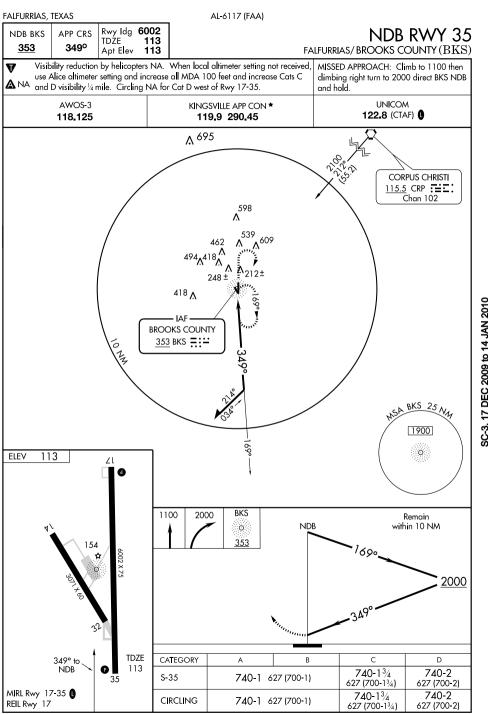


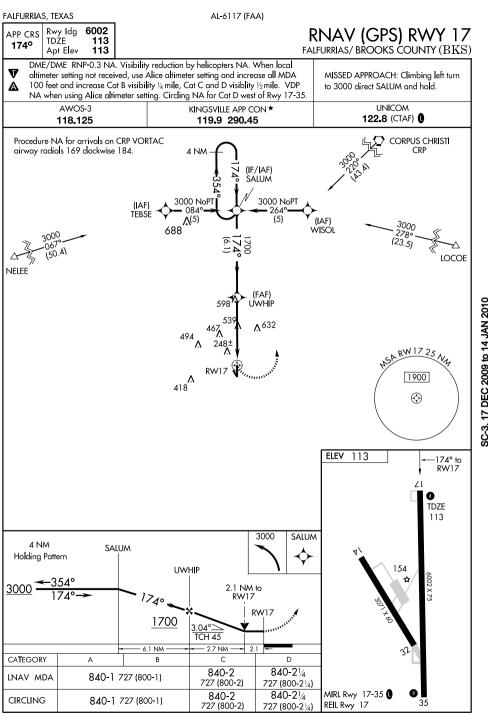


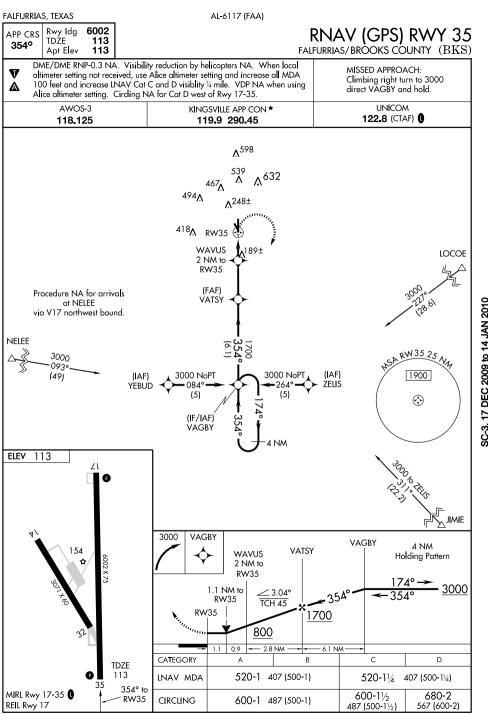


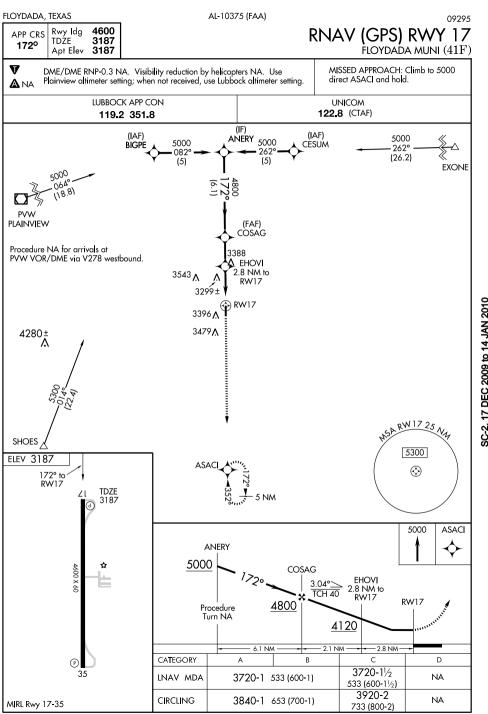


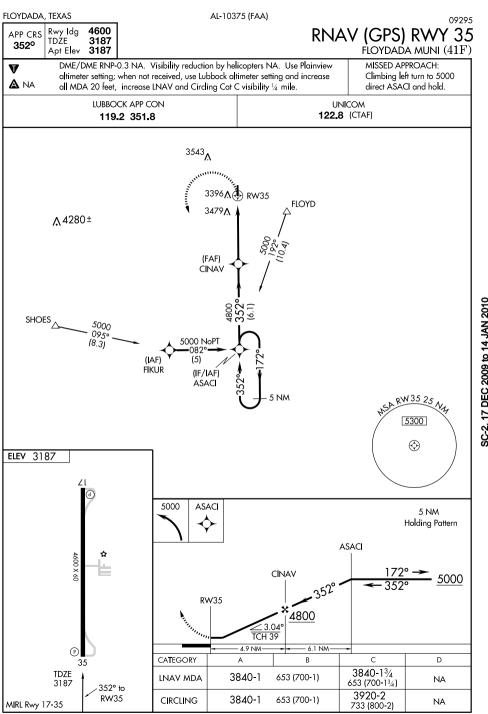


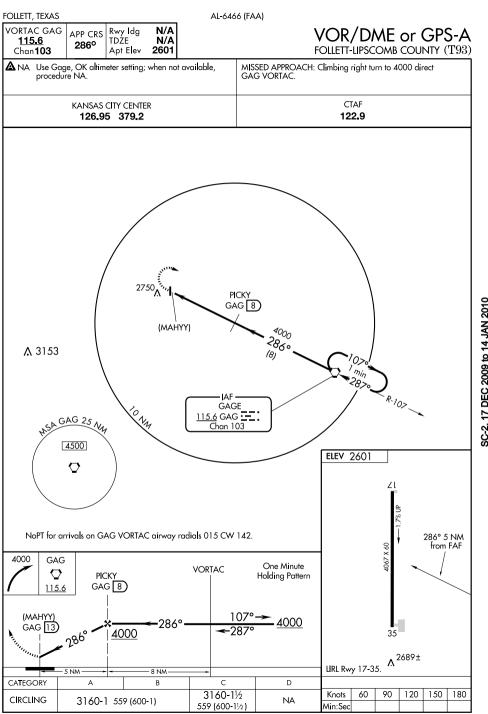


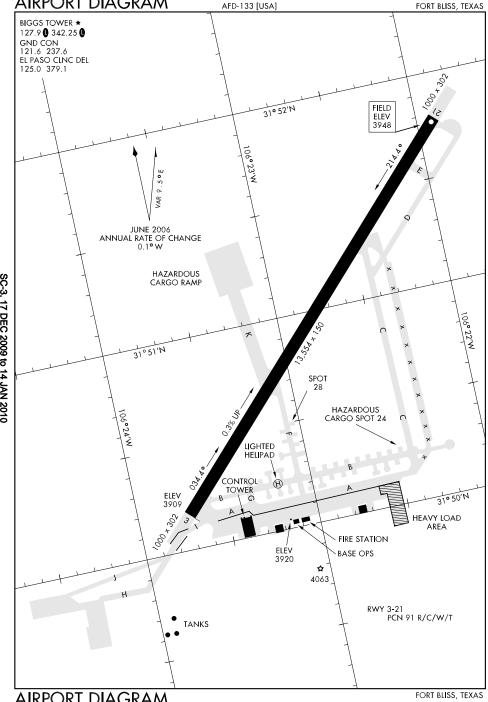


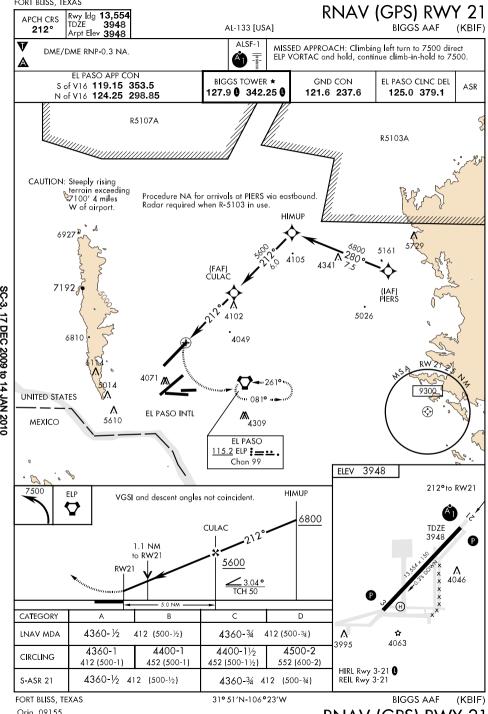


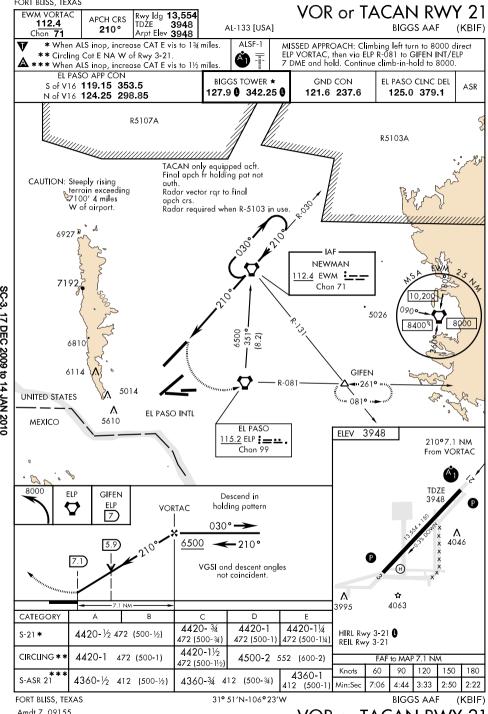


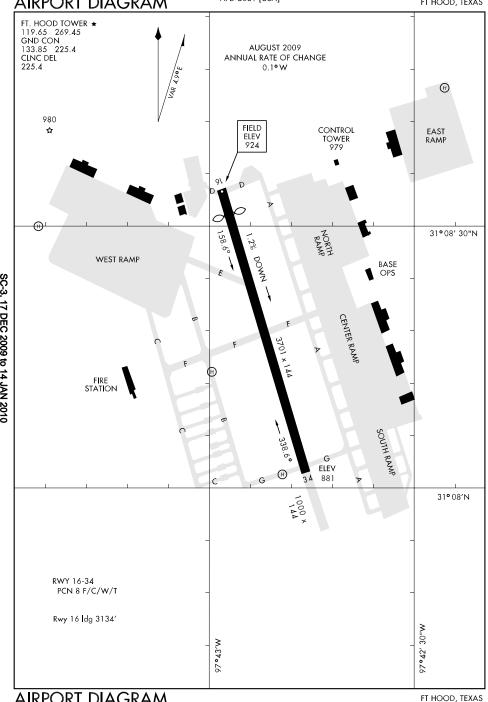


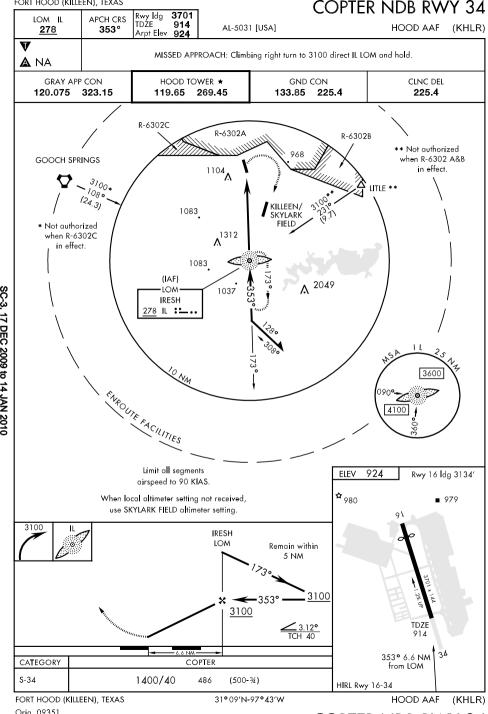


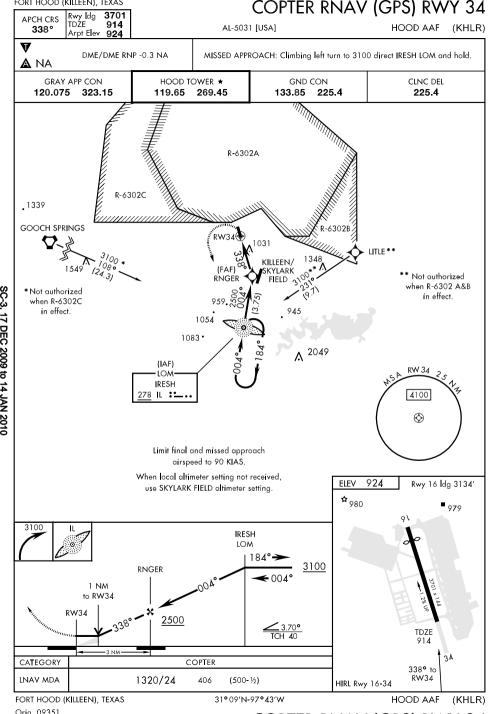


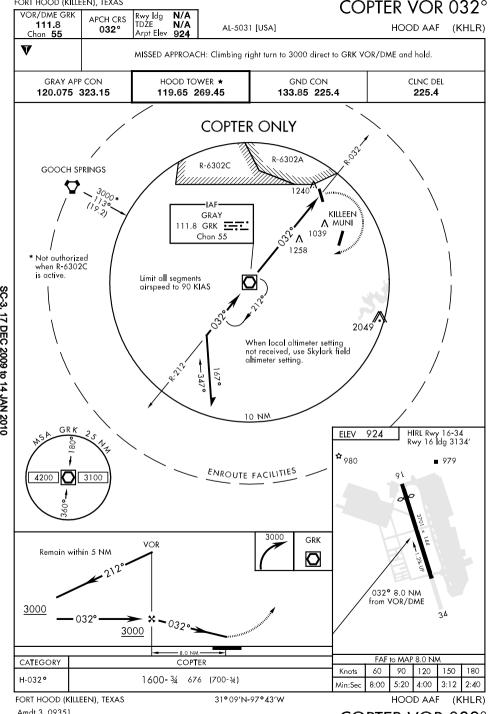








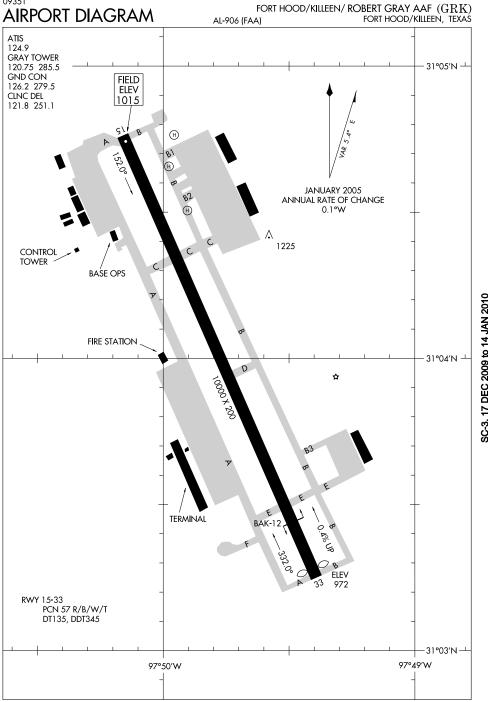


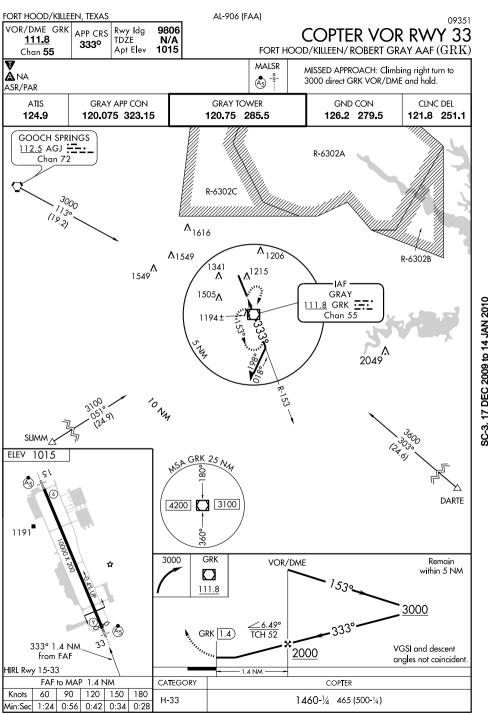


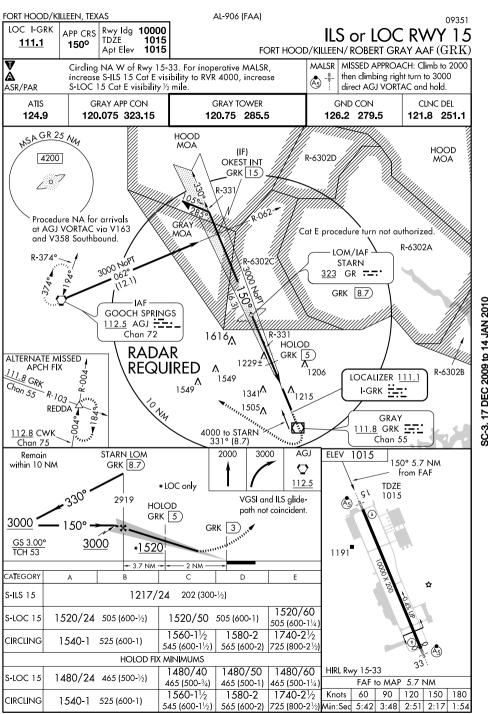
(LAMPS4.AGJ) 09351 SL-5031 (FAA) FORT HOOD/HOOD AAF(HLR)LAMPS FOUR DEPARTURE FORT HOOD, TEXAS CLNC DEL NOTE: RADAR Required. 225.4 GND CON NOTE: MRA at TENAT Int 4000 for Non-DMF aircraft. 133.85 225.4 HOOD TOWER★ 119.65 269.45 GRAY DEP CON 120.075 323.15 **GLEN ROSE** N32° 09.58′ W97° 52.66' L-17, H-6 SONET N31° 42.75′ W97° 36.29' 2700 0910 R-271 (17)WACO TENAT 115.3 ACT :---N31° 23.43' <u>Chan 100</u> W98° 05.21 30% N31° 39.74′ W97° 16.14' L-19, H-6 (12) R-6302D 350 1300 133 133 R-6302C GOOCH SPRINGS 112.5 AGJ :---R-6302A Chan 72 N31° 11.13′ W98° 08.51' R-6302B STONEWALL 113.8 STV ∷_ Chan 85 N30° 12.41′ TAKE-OFF MINIMUMS: W98° 42.35' Rwys 16, 34 Standard. L-19, H-7 TAKE-OFF OBSTACLES: Rwy 16, Tree line 875' from DER, 190' right of centerline, 30'AGL/931'MSL. Multiple poles beginning 457' from DER, 130' right to 68' left of centerline. 40' AGL/920' MSL. NDB 784' from DER, 246' left of centerline, 34' AGL/914' MSL. Rwy 34, Tree 2, 199' from DER, 987' right of centerline, 30' AGL/1029' MSL. Terrain beginning 2121' from DER, 1014' right of centerline, up to 0' AGL/981' MSL. Vehicle on road 483' from DER, 4' right of centerline, 15' AGL/935' MSL. (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

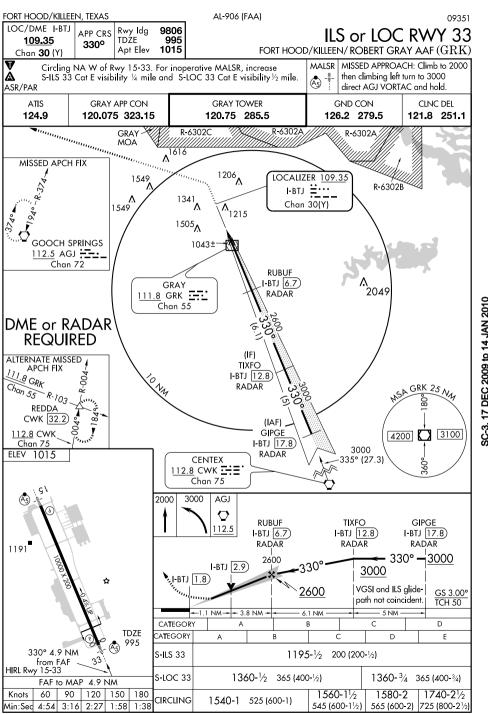
SC-3, 17 DEC 2009 to 14 JAN 2010

(LAMPS4.AGJ) 09351 LAMPS FOUR DEPARTUR	SL-5031 (FAA) E	FORT HOOD/HOOD AAF (HLR)
▼	PARTURE ROUTE DESCRIP	TION
DLI	ARTORE ROOTE DESCRIP	IIOIN
TAKE-OFF RWYS 16/34: Cli to intercept and proceed via A	imbing right turn heading AGJ R-098. Thence	240° (to assigned altitude),
via (transition) or (assigr	ned route).	
terminal area airports.) From a JEN VORTAC.	over AGJ VORTAC via AC	
STONEWALL TRANSITION (L and STV R-018 to STV VORTA WACO TRANSITION (LAMPS From over AGJ VORTAC via A	AC. 54.ACT): (For aircraft inbo	ound to terminal area airports.)
VORTAC.	403 K-030 10 30 NET 1141,	





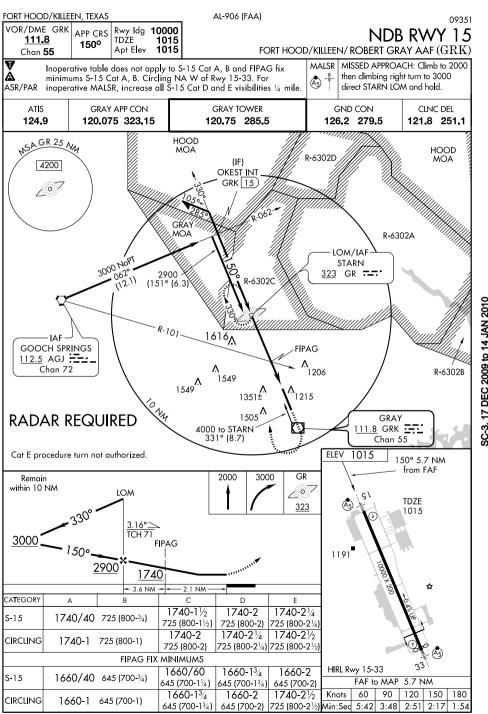


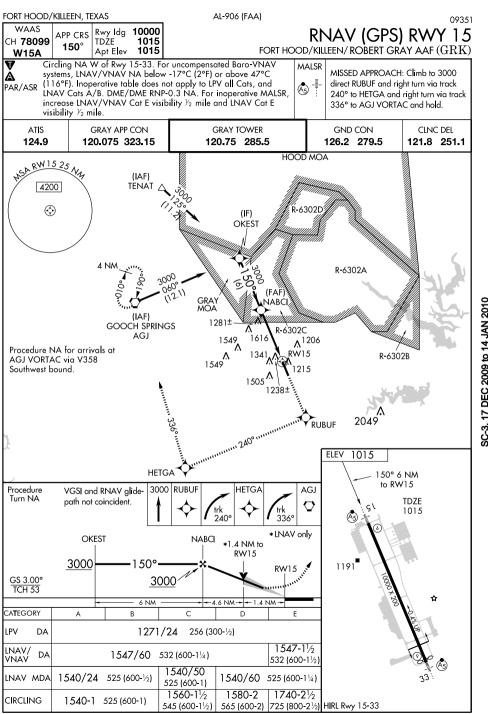


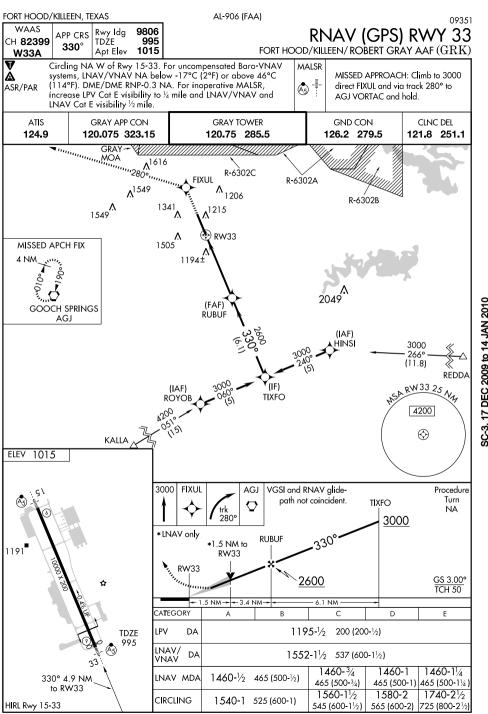
(LAMPS4.AGJ) 09351 SL-906 (FAA) FORT HOOD/ROBERT GRAY AAF (GRK) LAMPS FOUR DEPARTURE FORT HOOD, TEXAS ATIS 124.9 NOTE: RADAR Required. CLNC DEL 121.8 251.1 NOTE: MRA at TENAT Int 4000 for Non-DMF aircraft. **GND CON** 126.2 279.5 **GRAY TOWER** 120.75 285.5 GRAY DEP CON **GLEN ROSE** 120.075 323.15 N32° 09.58′ W97° 52.66' L-17, H-6 SONET N31° 42.75′ W97° 36.29' 2700 0910 R-271 (17)WACO **TENAT** 115.3 ACT :---N31° 23.43′ Chan 100 W98° 05.21 30% N31° 39.74′ W97° 16.14' L-19, H-6 (12) R-6302D 3500 3000 008° (73) R-6302C GOOCH SPRINGS 112.5 AGJ :---R-6302A N31° 11.13′ W98° 08.51' R-6302B STONEWALL TAKE-OFF MINIMUMS: Rwy 15, 33 Standard. N30° 12.41′ W98° 42.35' L-19, H-7

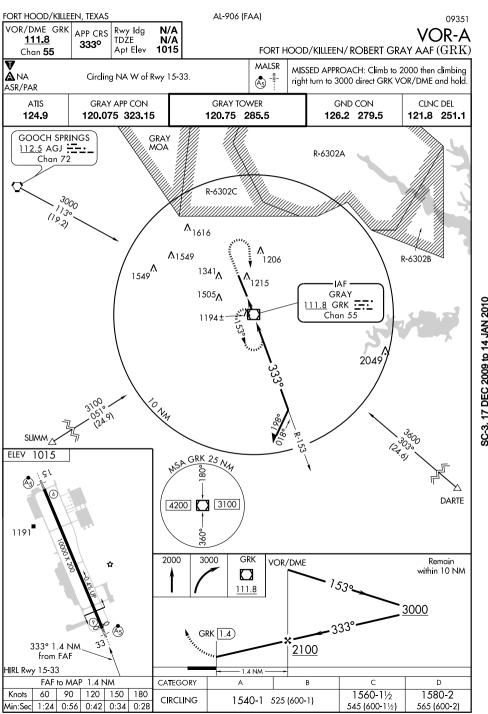
TAKE-OFF OBSTACLES:

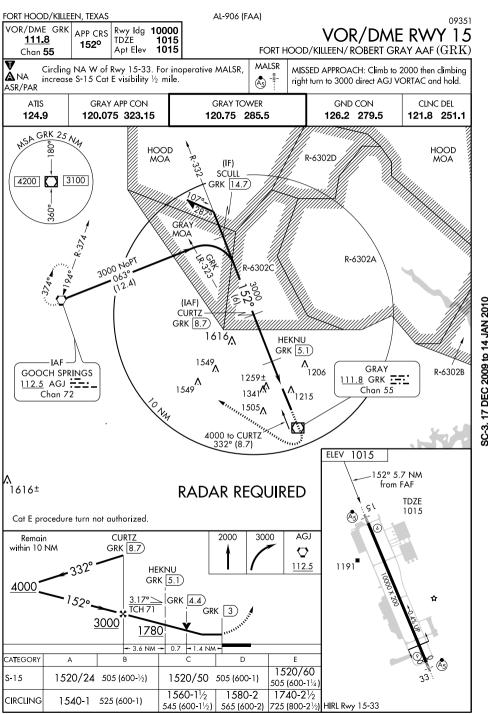
Rwy 33, Pole 974' from DER, 746' left of centerline, 35' AGL/1050' MSL. Pole 1121' from DER, 746' left of centerline, 33' AGL/1048' MSL. SC-3, 17 DEC 2009 to 14 JAN 2010

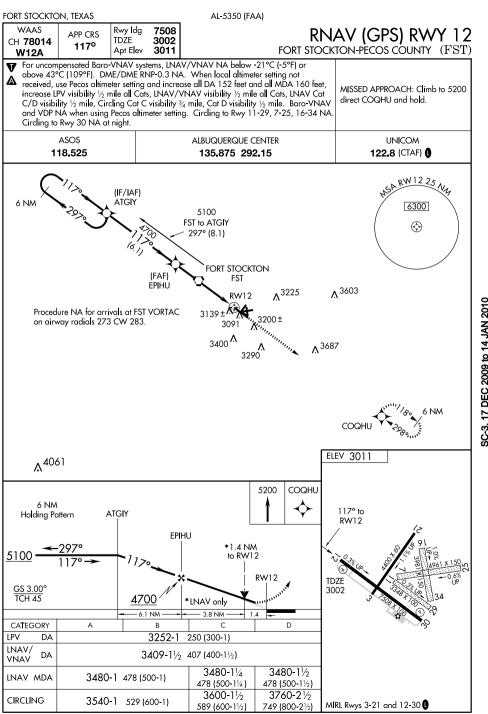




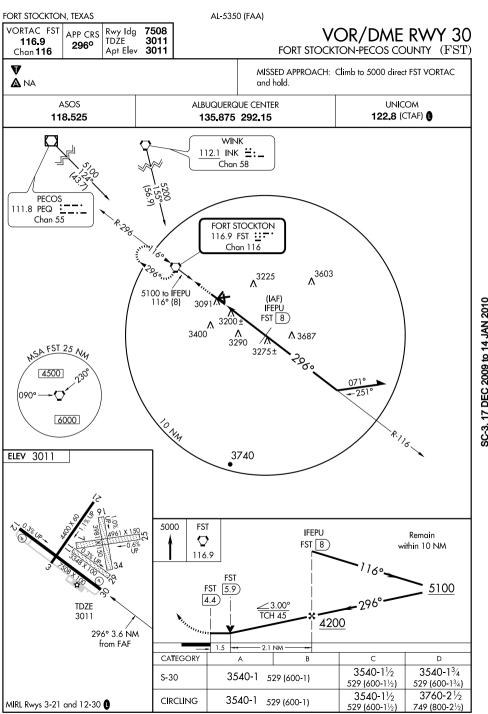


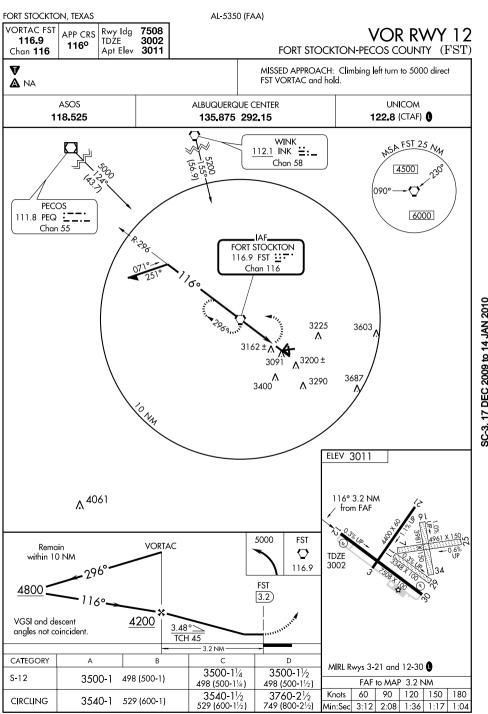


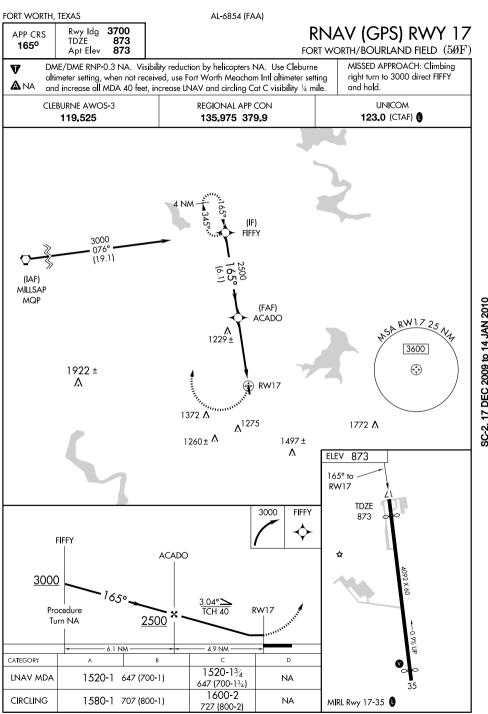




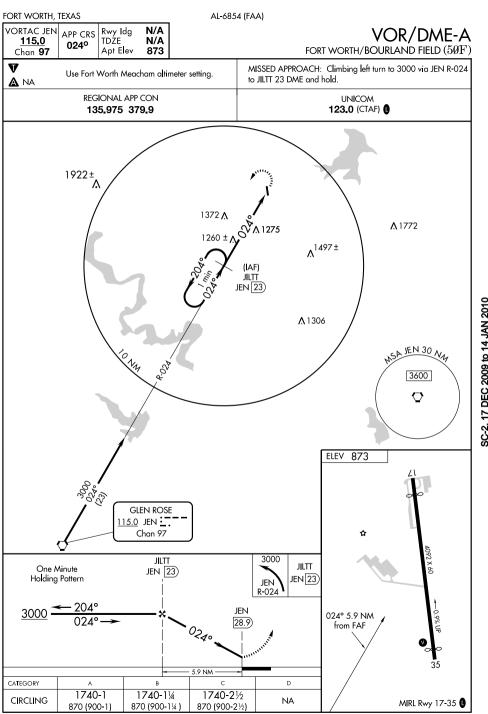
SC-3, 17 DEC 2009 to 14, IAN 2010

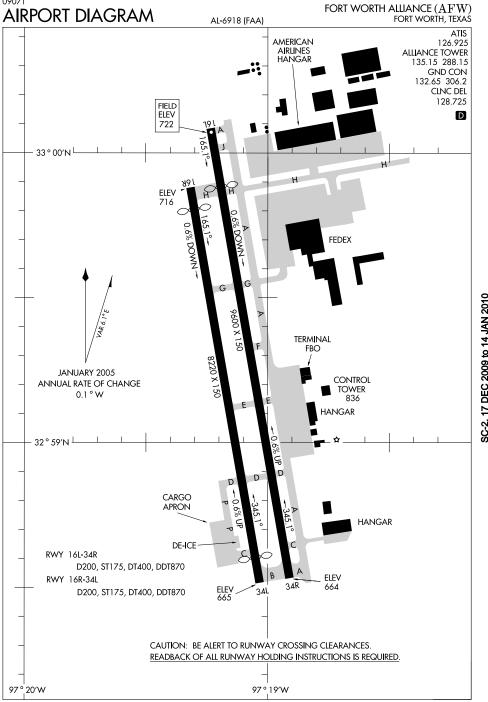


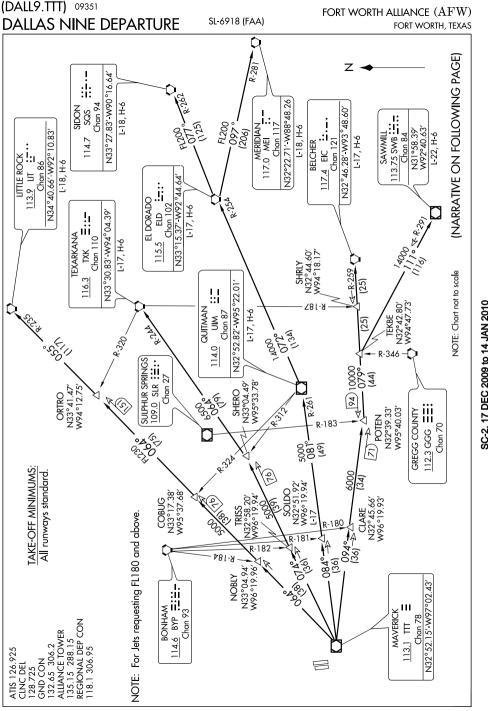




FORT WORTH, TEXAS AL-6854 (FAA) 3832 RNAV (GPS) RWY 35 Rwy Idg APP CRS TDŹE 866 3450 FORT WORTH/BOURLAND FIELD (50)F) Apt Elev 873 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Cleburne 77 MISSED APPROACH: Climb to altimeter setting, when not received use Fort Worth Meacham Intl altimeter setting 3000 direct FIFFY and hold. **A** NA and increase all MDA 40 feet and increase circling Cat B and C visibility 1/4 mile. REGIONAL APP CON **CLEBURNE AWOS-3** UNICOM 119.525 135.975 379.9 123.0 (CTAF) (MISSED APCH FIX 4 NM FIFFY 1922 ± Λ ♠ RW35 ¹³⁷²Λ 1275 Λ 1772 (FAF) SC-2, 17 DEC 2009 to 14, IAN 2010 IKITY (IF) **ADAXY** SP RW 35 25 NZ 3600 \bigcirc ELEV 873 KNEAD **GLEN ROSE** 3000 **JEN** 06401 Procedure NA for arrivals at GLEN ROSE VORTAC via V18-94 westbound. 3000 **FIFFY** VGSI and descent angles not coincident. **ADAXY** IKITY 3000 ≤3.04° <u>∠ 3.∪4</u> TCH 40 Procedure **RW35** 2500 Turn NA 5 NM 6.1 NM -**TDZE** CATEGORY D 866 1560-2 LNAV MDA 1560-1 694 (700-1) NA 694 (700-2) 345° to 1600-2 **RW35** CIRCLING 1580-1 707 (800-1) NA MIRL Rwy 17-35 727 (800-2)







(DALLY.111) 09351 FORT WORTH ALLIANCE (AFW) DALLAS NINE DEPARTURE SL-6918 (FAA) FORT WORTH, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010

V

DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading and altitude

to appropriate route. **JETS**

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV

terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal

area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME

via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072

and ELD R-254 to ELD VORTAC. LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to

ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261

to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

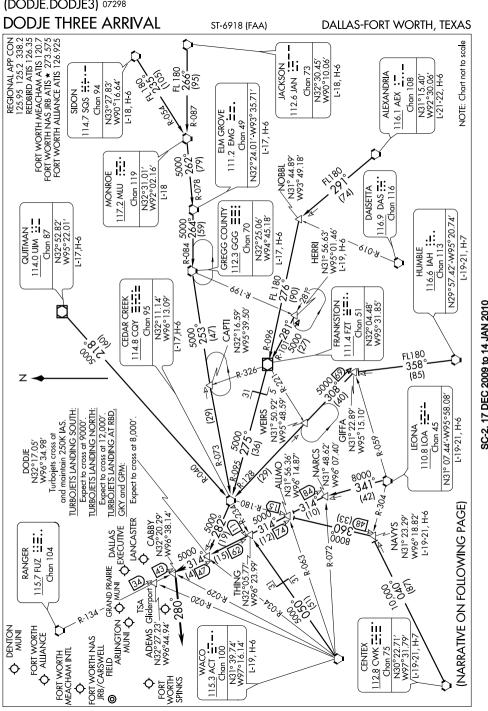
QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261

to UIM VOR/DME. SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to

POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME. SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to

SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC. SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to

SOLDO INT. TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.



ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS

INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . . ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY

VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253

and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . HERRI TRANSITION (HERRI DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY

R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to

CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via

GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . .

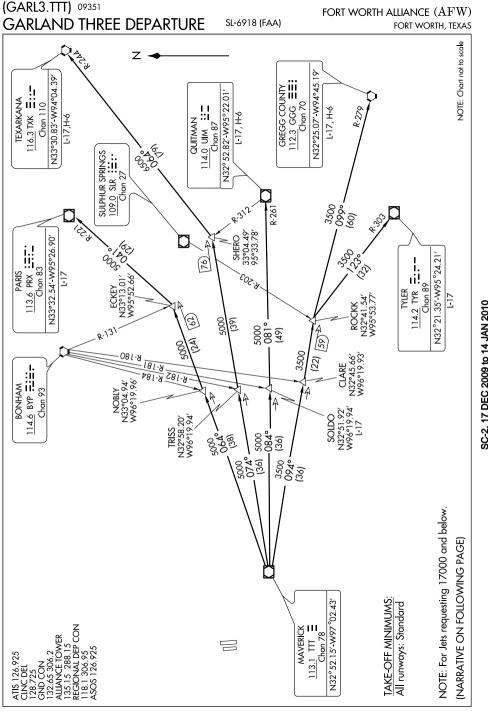
NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT, Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and

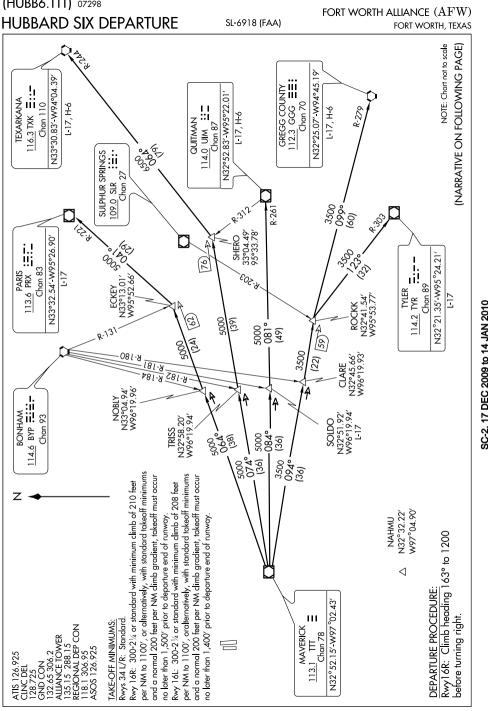
MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . . From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.



(GARL3.TTT) 09351		FORT WORTH ALLIANCE (AFW)
GARLAND THREE DEPARTURE	SL-6918 (FAA)	FORT WORTH, TEXAS
DEPARTURE When entering controlled airspace, fly	ROUTE DESCRIPTION y assigned heading to	n appropriate route.
LONGVIEW TRANSITION (GARL3.GG to ROCKK INT, then via GGG R-279 to RAIS TRANSITION (GARL3.PRX): From INT, then via PRX R-221 to PRX VOR/QUITMAN TRANSITION (GARL3.UIM SOLDO INT, then via UIM R-261 to U SOLDO TRANSITION (GARL3.SOLDO via TTT R-084 to SOLDO INT. TEXARKANA TRANSITION (GARL3.T.)	to GGG VORTAC. pm over TTT VOR/DM /DME. 1): From over TTT VOR IIM VOR/DME. 2): (ATC assigned) From	RE via TTT R-064 to ECKEY R/DME via TTT R-084 to Dom over TTT VOR/DME
to SHERO INT, then via TXK R-244 to TYLER TRANSITION (GARL3.TYR): Fro INT, then via TYR R-303 to TYR VOR/	TXK VORTAC. om over TTT VOR/DM	



SC-2, 17 DEC 2009 to 14 JAN 2010

V

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094

to ROCKK INT, then via GGG R-279 to GGG VORTAC. PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to

SOLDO INT, then via UIM R-261 to UIM VOR/DME. SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME

via TTT R-084 to SOLDO INT. TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK

INT. then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES: Rwy 16R:

Fence 4' from departure end of runway, 250' right of centerline, 12'AGL/669' MSL.

Water tower 1.8 NM from departure end of runway, 2,521' right of centerline, 148' AGL/MSL. Tower 1.5 NM south of departure end of runway, 4,138' right

of centerline, 203' AGL/1,002' MSL. Rwy 16L:

Light pole 1,285' from departure end of runway, 689' left of centerline, 48' AGL/697' MSL.

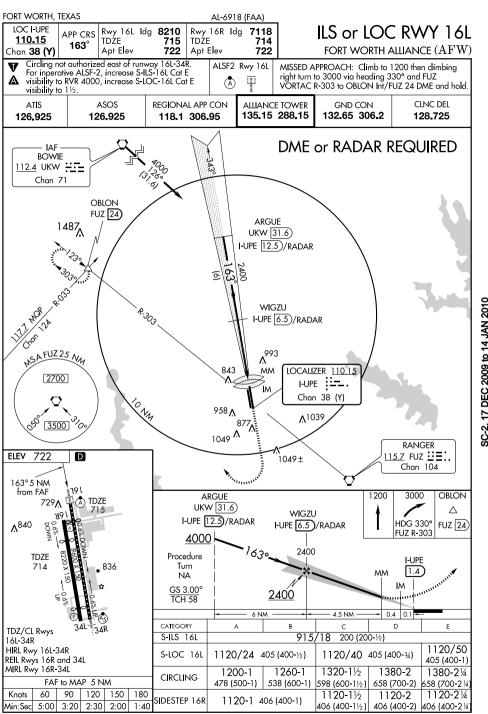
Water tower 1.8 NM from departure end of runway, 3,122' right of centerline, 148' AGL/954' MSL.

Rwy 34L:

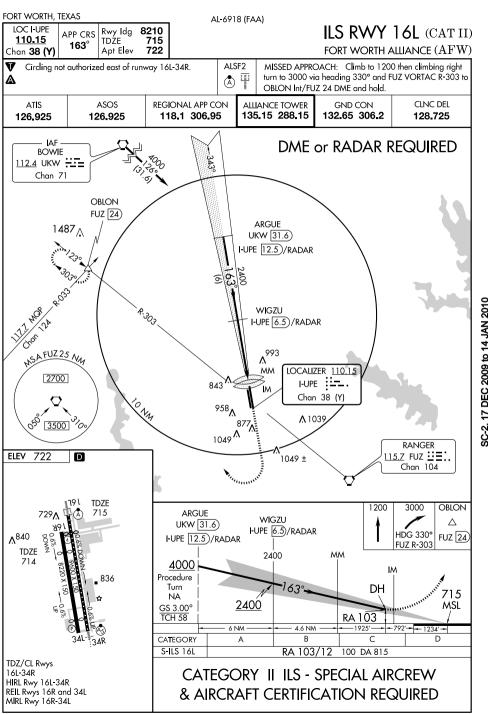
Fence 8' from departure end of runway, 250' left of centerline, 6' AGL/719' MSL.

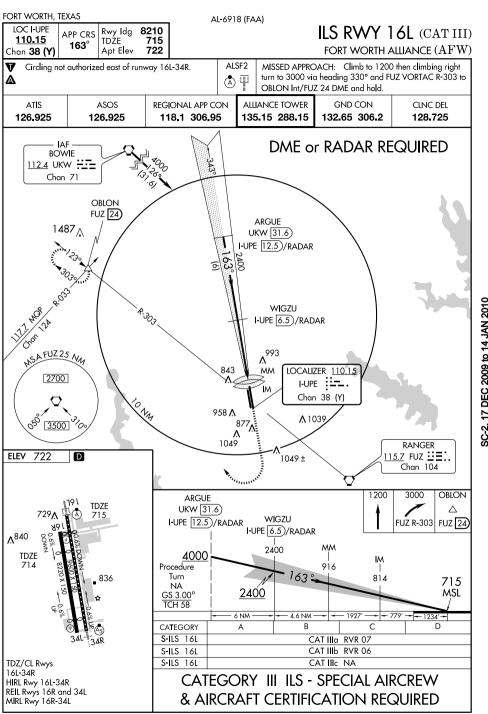
Railroad 421' from departure end of runway, 409' left of centerline, 23' AGL/738' MSL.

Rwy 34R: Antenna 218' from departure end of runway, 146' left of centerline, 28' AGL/728' MSL.



FORT WORTH, TEXAS AL-6918 (FAA) LOC I-JVX Rwy 34R Idg 8516 ILS or LOC RWY 34R Rwy 34L Ida 8220 APP CRS 110.15 TDŹE 681 TDŹE 686 3430 FORT WORTH ALLIANCE (AFW) Apt Elev Apt Elev 722 722 Chan 38 (Y) Circling NA east of runway 16L-34R. Inoperative table does not apply to S-ILS 34R, all Cats. For inoperative MALSR, increase S-LOC 34R Cats A and B to RVR 5000 MALSR Rwy 34R MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 via heading 210° and FUZ VORTAC R-303 to OBLON Int/FUZ 24 DME and hold. Cat E visibility to 11/2. ALLIANCE TOWER CLNC DEL ATIS ASOS REGIONAL APP CON GND CON 135.15 288.15 132.65 306.2 128.725 126.925 126.925 118.1 306.95 <u>∧</u>1487 RADAR REQUIRED ⁴022 **OBLON** FUZ 24) ᠰᡂ ۸⁹⁹³ 843 LOCALIZER 110.15 SC-2, 17 DEC 2009 to 14, IAN 2010 Chan 38 (Y) ⁹⁵⁸∧ Λ 1039 877 1049 NSA FUZ 25 NA **∧**_{1049±} RANGER 2700 11*5.7* FUZ ::=: Chan 104 ERPIF INT I-JVX 4.8 3500 (IAF) 722 **ELEV** D UCCOL I-JVX 10.8 63 1200 3000 **OBLON** 729<u>^</u> UCCOL **ERPIF** 1 *9 B* I-JVX 10.8) HDG 210° ۸⁸⁴⁰ FUZ 24 I-JVX 4.8 FUZ R-303 3000 2300 836 <u>GS 3.</u>00° 2300 TCH 47 رة 69 1969 TDZE 4.9 NM TDZE 681 CATEGORY D Е 686 TDZ/CL Rwys 200 (200-34) S-ILS 34R 881/40 16L-34R 343° HIRL Rwy 16L-34R S-LOC 34R 1140/40 459 (500-34) 1140/50 459 (500-1) 4.9 NM REIL Rwys 16R and 34L from FAF MIRL Rwy 16R-34L 1200-1 1260-1 1320-11/2 1380-2 1380-21/4 CIRCLING FAF to MAP 4.9 NM 538 (600-1) |598 (600-11/2) 658 (700-2) 658 (700-21/4) 478 (500-1) 90 120 150 180 Knots 60 1140-11/2 1140-2 1140-21/4 SIDESTEP 34L 1140-1 459 (500-1) 459 (500-11/2) 459 (500-21/4) 459 (500-2) Min:Sec 4:54 3:16 2:27 1:58 1:38





(JPOOL4.TTT) 09351 FORT WORTH ALLIANCE (AFW) JOE POOL FOUR DEPARTURE SL-6918 (FAA) FORT WORTH, TEXAS ATIS 126.925 CLNC DEL TAKE-OFF MINIMUMS: Rwys 34L, 34R: Standard. 128.725 Rwy 16R: 300-21/4 or standard with GND CON 132 65 306 2 minimum climb of 210' per NM to ALLIANCE TOWER 1100, or alternatively, with standard MAVERICK 135.15 288.15 113.1 TTT REGIONAL DEP CON takeoff minimums and a normal 118.1 306.95 200'/NM climb aradient, takeoff ASOS 126.925 N32 °52.15′-W97 °02.43′ must occur no later than 1500' prior to DER. Rwy 16L: 300-21/4 or standard with DEPARTURE PROCEDURE: Rwy 16R: Climb heading 163° to 1200 minimum climb of 208' per NM to 1100, or alternatively, with standard takeoff before turning right. minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to DER. (35 166 CEDAR CREEK TSA Gliderport 114.8 CQY **NELYN** DARTZ N32°17.10′ N32°17.07′ Chan 95 W97°11.15′ W96°48.93′ R-074-R-275 R-072 SC-2, 17 DEC 2009 to 14 JAN 2010 ARDIA N32°17.10′ (5') JASPA N32°17.10′ W96°56.27′ W97°03.54′ **BRDEN** L-17 L-17 N31°53.06' **GLEN ROSE** W96°39.80′ 115.0 JEN : .. 000 (35) 400 170 (38) Chan 97 45) **TORNN ELLVR** 6 N31°31.22' N31°42.49' TNV W96°30.88′ WACO W96°50.27' R-334 H-6 L-19, H-6 115.3 ACT R-074 11 NM Chan 100 LEONA R-093 R-120 110.8 LOA == N31° 39.74′-W97°16.14′ (8) Chan 45 L-19, H-6 WINDU N31°31.83′ W97°04.95' R-268 1200 193° (20) L-19, H-6 BILEE: N31°09.75' COLLEGE STATION W96°23.31′ 113.3 CLL :::: **HOARY** L-19-21, H-6 N30°34.63' Chan 80 W97°46.52' N30°36.30′-W96°25.24′ L-19-21, H-7 L-19-21.H-7 NAVASOTA 115.9 TNV ... CENTEX Chan 106 112.8 CWK ==== Chan 75 SAN ANTONIO 116.8 SAT ::: Chan 115 N29°38.64 W98°27.68 L-19,H-7 (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale

V

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via

TTT R-166 to ARDIA INT.
BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection,

thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC. ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT

VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT

VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC,

than via ACT R-193 to HOARY INT.

then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via

ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.
TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake

Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN

INT, then via ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or

San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

TAKE-OFF OBSTACLES:

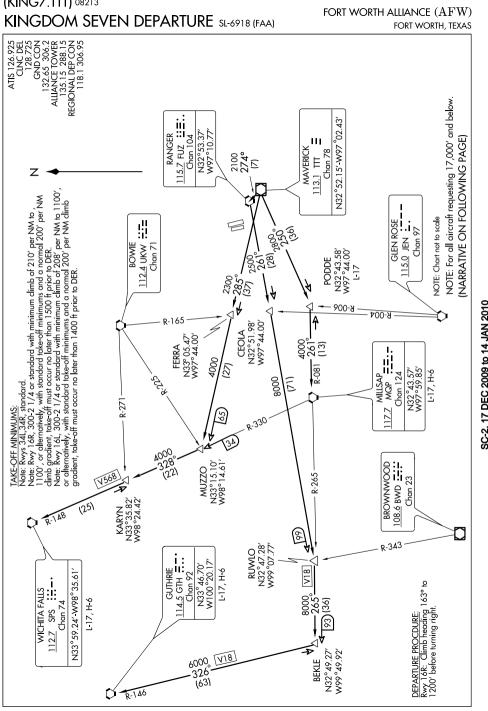
Rwy 16R: Fence 4' from DER, 250' right of centerline, 12'AGL/669' MSL.

Water tower 1.8 NM from DER, 2521' right of centerline, 148' AGL/954' MSL.

Tower 1.5 NM south of DER, 4138' right of centerline, 203' AGL/1002' MSL. Rwy 16L: Light pole 1285' from DER, 689' left of centerline, 48' AGL/697' MSL.

Water tower 1.8 NM from DER, 3122' right of centerline, 148' AGL/954' MSL. Rwy 34R: Antenna 218' from DER, 146' left of centerline, 28' AGL/728' MSL.

Rwy 34L: Fence 8' from DER, 250' left of centerline, 6' AGL/719' MSL.
Railroad 421' from DER, 409' left of centerline, 23' AGL/738' MSL.



(KING/.III) 08213 FORT WORTH ALLIANCE (AFW) KINGDOM SEVEN DEPARTURE SL-6918 (FAA) FORT WORTH, TEXAS



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock

terminal area or proceeding westbound via V-18 to GTH VORTAC). From over

TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

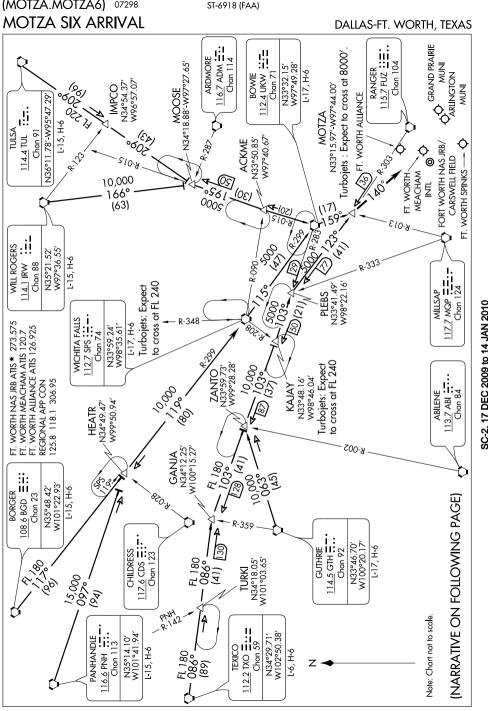
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT. WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the

Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZÓ INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES Note: Rwy 16L, Light pole 1285' from DER, 689' left of centerline, 48' AGL/697' MSL.

tower 1.8 NM from DER, 2521' right of centerline, 148' AGL/954' MSL. Tower 1.5 NM south of DER, 4138' right of centerline, 203' AGL/1002' MSL. Note: Rwy 34L, fence 8' from DER, 250' left of centerline, 6' AGL/719' MSL. Railroad 421' from DER, 409' left of centerline, 23' AGL/738' MSL. Note: Rwy 34R, Antenna 218' from DER, 146' left of centerline, 28' AGL/728'MSL.

Water tower 1.8 NM from DER, 3122' right of centerline, 148' AGL/954' MSL. Note: Rwy 16R, Fence 4' from DER, 250' right of centerline, 12 AGL/669' MSL. Water SC-2, 17 DEC 2009 to 14 JAN 2010



(MOIZA, MOIZA6) 04330 ST-6918 (FAA) MOTZA SIX ARRIVAL DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to

ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT.

UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence

Thence PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to

INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence

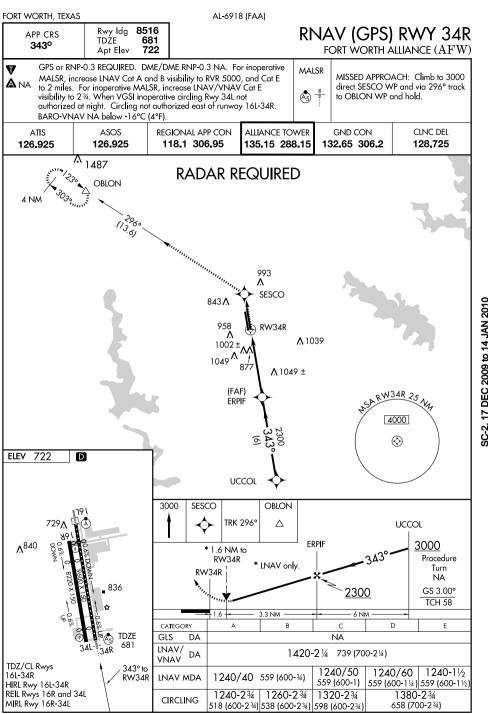
WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. 17 DEC 2009 to 14 .IAN 2010

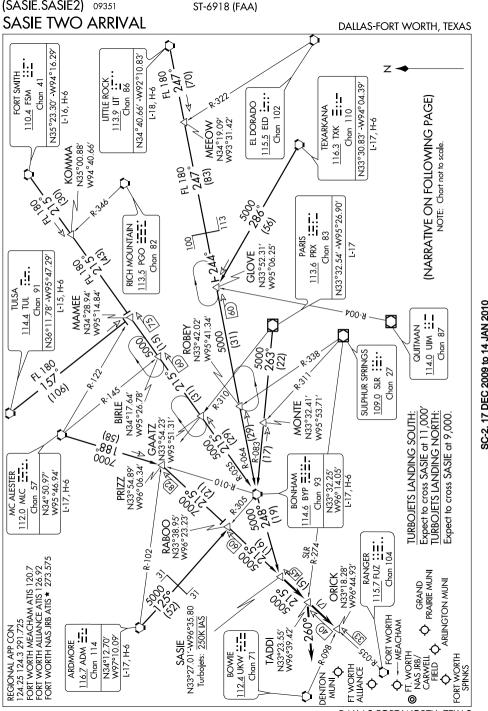
Thence

.... From over MOTZA INT, thence via heading 140° for vectors to final approach course.

FORT WORTH, TEXAS AL-6918 (FAA) RNAV (GPS) RWY 16L 8210 Rwy Idg APP CRS TDŹE 715 1630 FORT WORTH ALLIANCE (AFW) Apt Elev 722 DME/DME RNP-0.3 NA. GPS or RNP-0.3 REQUIRED. V ALSF2 MISSED APPROACH: Climb to 3000 direct A NA inoperative ALSF2, increase LNAV/VNAV Cat E visibility to 11/2. RISIE WP, direct FIGES WP and via 332° ▲

▼ For inoperative ALSF2, increase LNAV Cat D visibility to 11/4 and track to OBLON WP and hold Cat E to 1½. Circling not authorized east of runway 16L-34R. BARO-VNAV NA below -16°C (4°F). ASOS ALLIANCE TOWER CLNC DEL ATIS REGIONAL APP CON GND CON 135.15 288.15 132.65 306.2 126.925 126,925 118.1 306.95 128,725 Procedure NA for arrival on UKW VORTAC airway radials 078 CW 196. **BOWIE** Procedure NA for arrival on MQP VORTAC airway radials 337 CW 096. UKW 1487∧ (IAF) **RAVYA** 3000 ARGUE 075° (7.1)OBLON SC-2, 17 DEC 2009 to 14 JAN 2010 (FAF) WIGZU **FIGES** 993 MILLSAP RW16L MQP € 855± RW16L 25 NA RISIE 958 1 $\Lambda 1039$ **∧** 877 4000 **∧** 1049 ± \bigcirc 722 **ELEV** D 163°to RW16L TDZE 3000 RISIE **FIGES** OBLON ARGUE TRK 332° Δ ۸⁸⁴⁰ 3000 6.30 WIGZU *1.1 NM to Procedure Turn *LNAV only. RW16L NA 836 RW16L GS 3.00° 2400 TCH 58 6 NM 3.9 NM 1.1 NM CATEGORY C Е GLS DA NA LNAV/ DA 1120-1 405 (400-1) VNAV TDZ/CL Rwys 1120/40 16L-34R 1120/24 405 (400-1/2) 1120/50 LNAV MDA 405 (400-1) 405 (400-34) HIRL Rwy 16L-34R REIL Rwys 16R and 34L 1200-11/2 1260-11/2 1320-11/2 1380-21/4 1380-2 CIRCLING MIRL Rwy 16R-34L 478 (500-1½)|538 (600-1½)|598 (600-1½) 658 (700-2) 658 (700-21/4)





SC-2, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . . BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .

FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE

INT. Thence. . . . LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and

BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . .

MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188

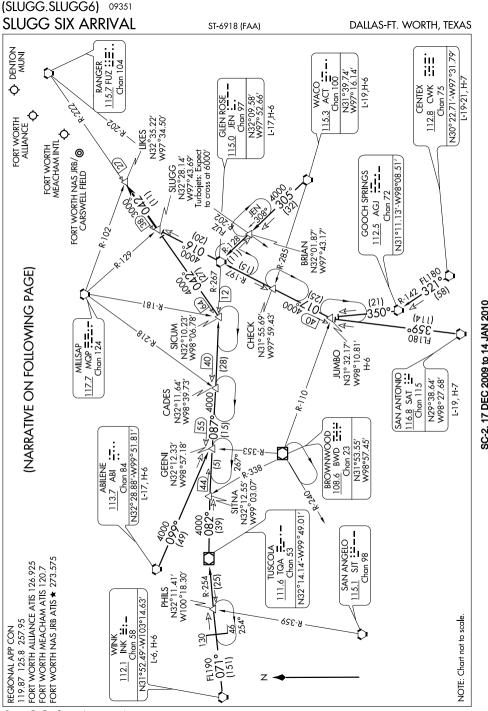
to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . . PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .

TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE

INT. Thence. . . . TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT.

Thence. From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when

directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.



(SLUGG.SLUGG6) 09351
SLUGG SIX ARRIVAL ST-6918 (FAA) DALLAS-FORT WORTH, TEXAS

ARRIVAL ROUTE DESCRIPTION

ABILENE TRANSITION (ABI.SLUGG6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence

CENTEX TRANSITION (CWK.SLUGG6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via

and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence

GLEN ROSE TRANSITION (JEN.SLUGG6): From over JEN VORTAC via JEN R-016 to SLUGG INT. Thence

ILIMBO TRANSITION (JENRO SLUGG6): From over JEMBO INT via JEN R-197 to

JUMBO TRANSITION (JUMBO.SLUGG6): From over JUMBO INT via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence SAN ANTONIO TRANSITION (SAT.SLUGG6): From over SAT VORTAC via

SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence

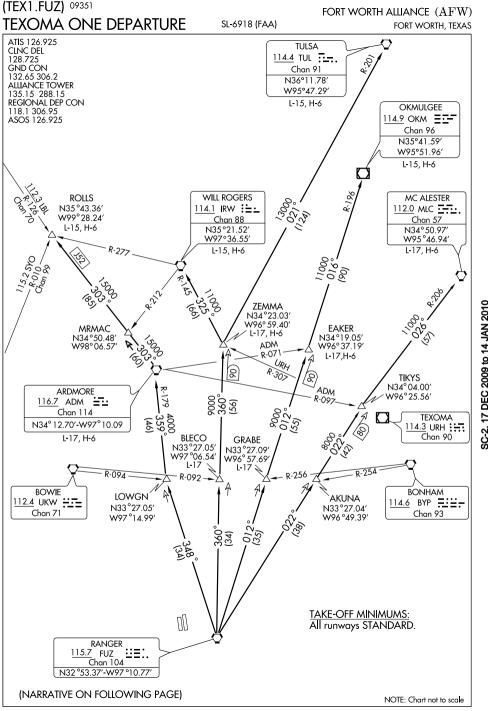
WACO TRANSITION (ACT SLUGG6): From over ACT VORTAC via ACT R-305 and

WACO TRANSITION (ACT.SLUGG6): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence

WINK TRANSITION (INK.SLUGG6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence

. . . . From over SLUGG INT, via FUZ R-222 to LIKES INT. Expect vectors to final approach course.

SC-2, 17 DEC 2009 to 14 JAN 2010



(IEXI.FUZ) 09351 TEXOMA ONE DEPARTURE SL-6918 (FAA)

FORT WORTH ALLIANCE (AFW) FORT WORTH TEXAS

17 DEC 2009 to 14 .IAN 2010

V

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC. BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC

via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area) From over FUZ VORTAC via FUZ R-012 to FAKER INT

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT,

then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM

R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

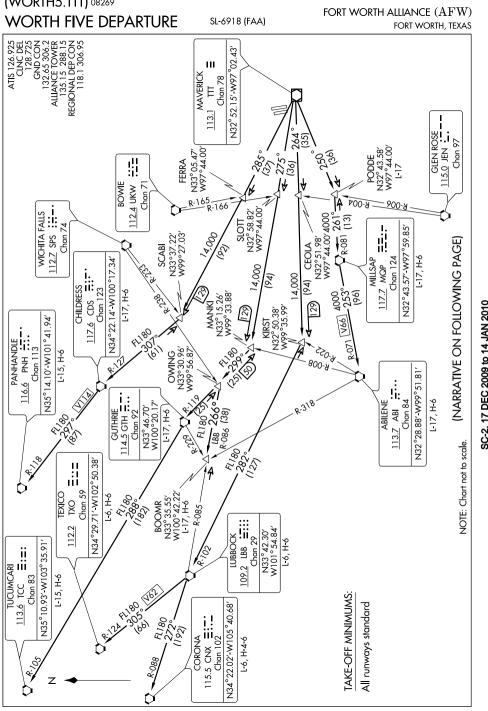
TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL

VORTAC. WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC

via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC. ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC

via FUZ R-360 to ZEMMA INT.

OKM VOR/DME.



(WOKIH5.111) 08045 FORT WORTH ALLIANCE (AFW) WORTH FIVE DEPARTURE SL-6918 (FAA) FORT WORTH, TEXAS V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading and altitude to appropriate route ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC. BOOMR TRANSITION (WORTHS.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT. CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC. CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC. GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT

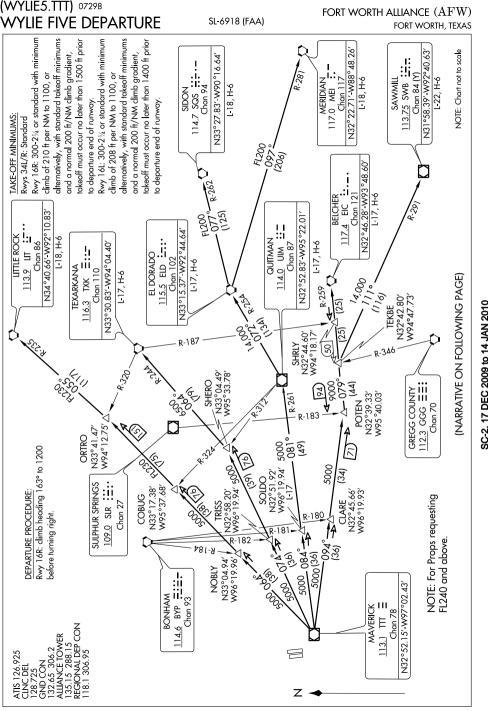
TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124

to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2. 17 DEC 2009 to 14 JAN 2010



WYLIE FIVE DEPARTURE

SL-6918 (FAA)



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME

via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and FLD R-254 to FLD VORTAC LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to

ORTRO, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via

ELD R-097 and MEI R-281 to MEI VORTAC. QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal

area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME. SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254

to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC. SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME

via TTT R-084 to SOLDO. TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to

SHERO, then via TXK R-244 to TXK VORTAC.

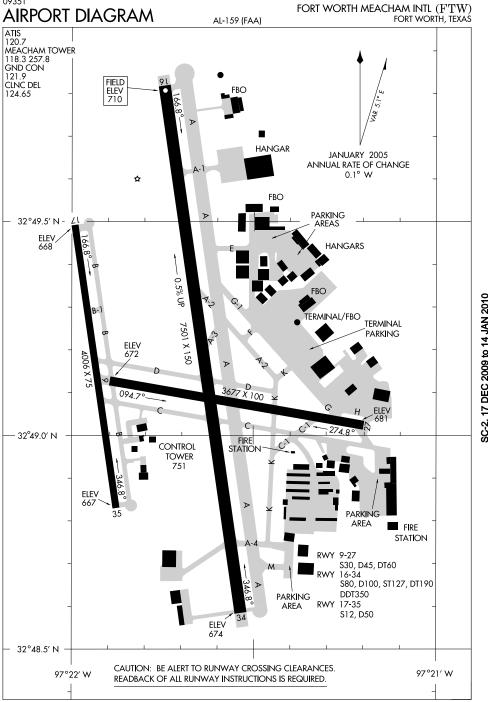
TAKE-OFF OBSTACLES:

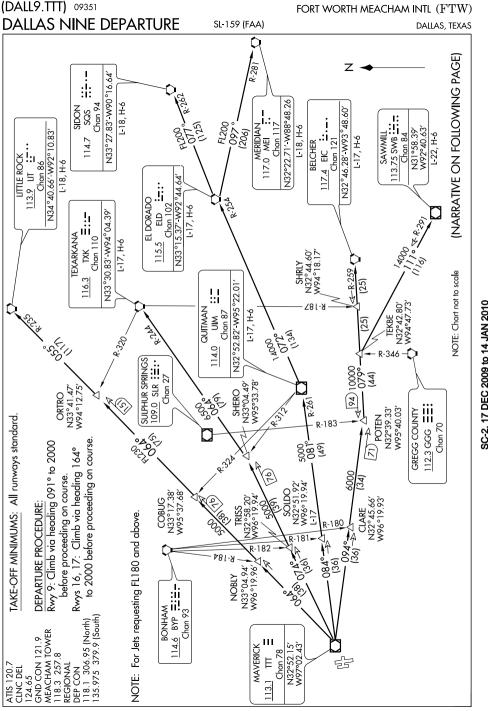
Rwy 16R, fence 4' from departure end of runway, 250' right of centerline, 12' AGL/669' MSL. Water tower 1.8 NM from departure end of runway, 2521' right of centerline, 148' AGL/954' MSL. Tower 1.5 NM south of departure end of runway, 4138' right of centerline, 203' AGL/1002' MSL.

Rwy 16L, light pole 1285' from departure end of runway, 689' left of centerline, 48' AGL/697' MSL. Water tower 1.8 NM from departure end of runway, 3122' right of centerline, 148' AGL/954' MSL.

Rwy 34R, antenna 218' from departure end of runway, 146' left of centerline, 28' AGL/728' MSL.

Rwy 34L, fence 8' from departure end of runway, 250' left of centerline, 6' AGL/719' MSL. Railroad 421' from departure end of runway, 409' left of centerline, 23' AGL/738' MSL.





(DALLY, 111) 09331 DALLAS NINE DEPARTURE

SL-159 (FAA)

FORT WORTH, TEXAS

FORT WORTH MEACHAM INTL (FTW)

SC-2, 17 DEC 2009 to 14 JAN 2010

V

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via

EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME

via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via

ELD R-097 and MEI R-281 to MEI VORTAC. QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal

area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC. SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to

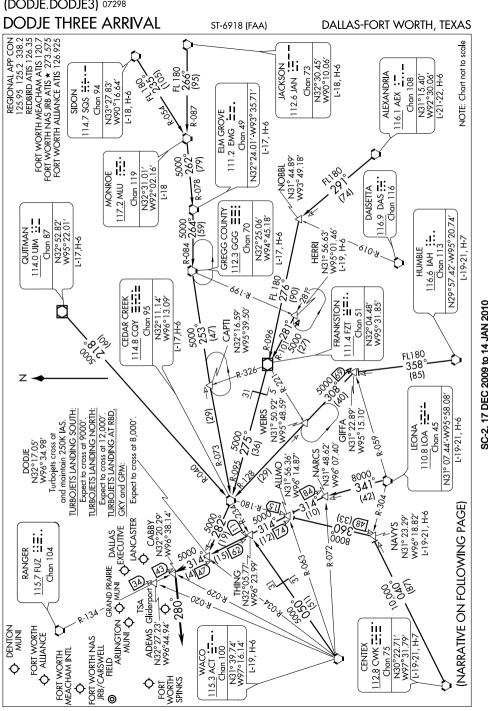
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES: Rwy 34: Billboard 692' from departure end of runway, 686' right of centerline, 37' AGL/739' MSL.

SOLDO INT.

Rwy 35: Tree 55' from DER, 143' left of centerline, 21' AGL/681' MSL.

Tree 567' from DER, 225' right of centerline, 36' AGL/699' MSL.



ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS

INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . . ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY

VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253

and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . HERRI TRANSITION (HERRI DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY

R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to

CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via

GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . .

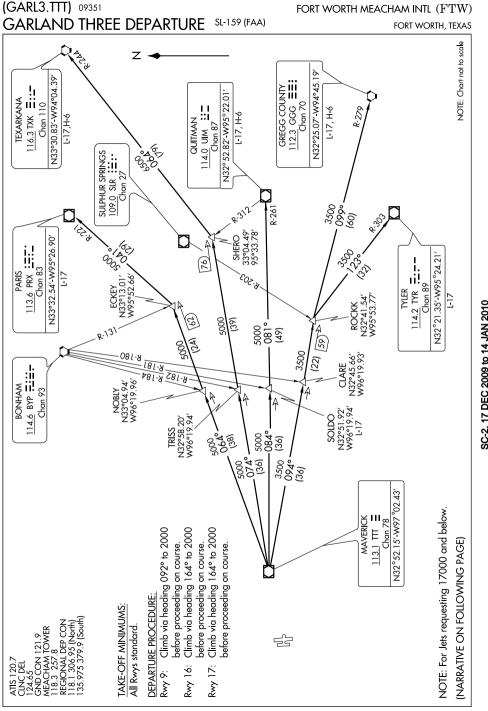
NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT, Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and

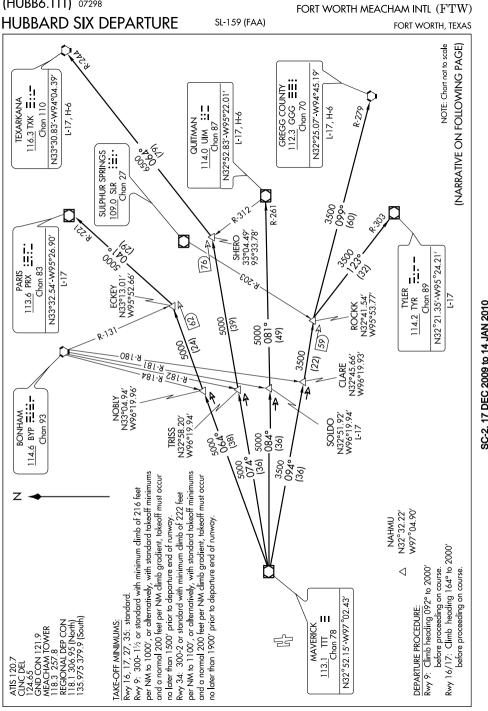
MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . . From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.



(GARL3.TTT) 09351 FORT WORTH MEACHAM INTL (FTW) GARLAND THREE DEPARTURE SL-159 (FAA) FORT WORTH, TEXAS V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading to appropriate route. LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC. PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME. QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME. SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT. TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC. TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK SC-2, 17 DEC 2009 to 14 JAN 2010 INT, then via TYR R-303 to TYR VOR/DME. TAKE-OFF OBSTACLES: Rwy 35: Tree 55' from DER, 143' left of centerline, 21' AGL/681' MSL. Tree 567' from DER, 225' right of centerline, 36' AGL/699' MSL. Rwy 34: Billboard 692' right of centerline, 37' AGL/739' MSL.



HUBBARD SIX DEPARTURE

V

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

DEPARTURE ROUTE DESCRIPTION

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.

PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT. TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074

to SHERO INT, then via TXK R-244 to TXK VORTAC. TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK

INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:

Rwy 9:

Windsock 293' from departure end of runway, 354' left of centerline, 51' AGL/721' MSL. Sign of building 481' from departure end of runway, 407' right of centerline, 39' AGL/702' MSL. Sign 2,448' from departure end of runway, 540' left of centerline, 75' AGL/742' MSL. Grain elevators beginning 7,085' from departure end of runway, 2,191' left of centerline, up to 229' AGL/877' MSL.

Rwy 27:

Tree 239' from departure end of runway, 492' left of centerline, 35' AGL/685' MSL.

Rwy 17:

Bush 13' from departure end of runway, 160' right of centerline, 21' AGL/674' MSL. Antenna 953' from departure end of runway, 394' left of centerline, 72' AGL/722' MSL. Hangar 1,380' from departure end of runway,

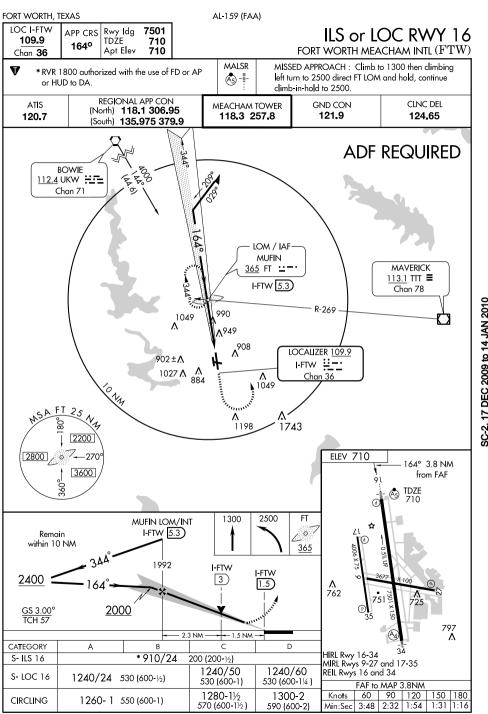
774' left of centerline, 43' AGL/703' MSL.

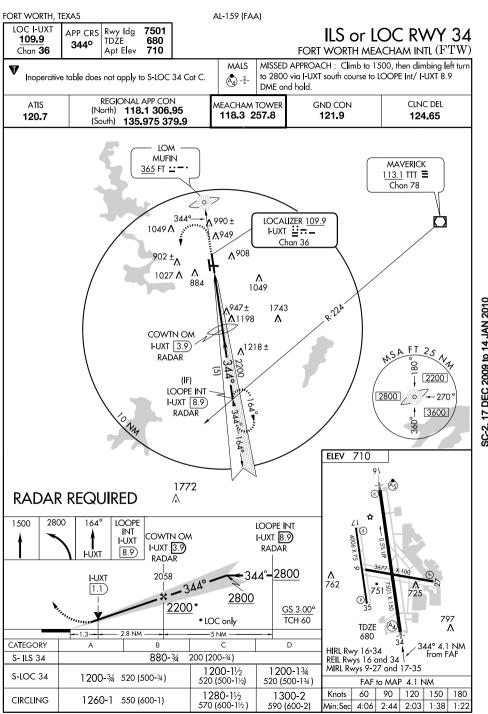
Rwy 34: Multiple trees 974' from departure end of runway, 682' right of centerline, up to 47' AGL/746' MSL. Grain elevator

1.52 NM from departure end of runway, 2,775' right of centerline, 254' AGL/969' MSL. Rwy 35:

Tree 1' from departure end of runway, 248' left of centerline, 40' AGL/690' MSL. Tree 567' from departure end of runway, 225' right of centerline, 45' AGL/699' MSL. Bush 55' from departure end of runway, 143' left of centerline,

21' AGL/681' MSL. OL on Dam 1,359' from departure end of runway, 1' right of centerline, 46' AGL/706' MSL.





(JPOOL4.TTT) 09351 FORT WORTH MEACHAM INTL (FTW) JOE POOL FOUR DEPARTURE SL-159 (FAA) FORT WORTH, TEXAS ATIS 120.7 CLNC DEL 124.65 TAKE-OFF MINIMUMS: **GND CON 121.9** MEACHAM TOWER All runways standard. 118.3 257.8 MAVERICK REGIONAL DEP CON 113.1 TTT DEPARTURE PROCEDURE: 118.1 306.95 (NORTH) . Chan 78 135.975 379.9 (SOUTH) Rwy 9: Climb via heading 092° to 1800 N32 °52 15′-W97 °02 43′ before turning southbound. Rwy 16/17: Climb via heading 164° to 1800 before proceeding on course. Ŋ, CEDAR CREEK TSA Gliderport 114.8 CQY =:-: **NELYN** DARTZ N32°17.10′ N32°17.07′ Chan 95 W97°11.15′ W96°48.93′ R-074 R-275 R-072 ARDIA N32°17.10′ (5') JASPA N32°17.10′ W96°56.27′ W97°03.54′ **BRDEN** L-17 L-17 N31°53.06' GLEN ROSE W96°39.80′ 115.0 JEN : .. 000 (35 400 170 (38) Chan 97 45) **TORNN ELLVR** 6 N31°31.22' N31°42.49' TNV W96°30.88′ WACO W96°50.27' R-334 H-6 L-19, H-6 115.3 ACT R-074 11 NM Chan 100 LEONA R-093 R-120 110.8 LOA :-N31° 39.74′-W97° 16.14′ (8) Chan 45 L-19, H-6 WINDU N31°31.83′ W97°04.95' 12000 193° (20) L-19, H-6 BILEE: N31°09.75' COLLEGE STATION W96°23.31′ 113.3 CLL :::: **HOARY** L-19-21, H-6 N30°34.63' Chan 80 W97°46.52' N30°36.30′-W96°25.24′ L-19-21, H-7 L-19-21.H-7 NAVASOTA 115.9 TNV =:_ **CENTEX** Chan 106 112.8 CWK ==== Chan 75 TAKE-OFF OBSTACLES: SAN ANTONIO Rwy 34: Billboard 692' from DER, 686' right of centerline, 37' AGL/739' MSL. 116.8 SAT ::: Rwy 35: Tree 55' from DER, 143' left of centerline, 21' AGL/681' MSL. Chan 115 N29°38.64′ W98°27.68′ Tree 567' from DER, 225' right of centerline, 36' AGL/699' MSL. L-19,H-7 (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale

SC-2, 17 DEC 2009 to 14 JAN 2010

FORT WORTH, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010

V

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston

terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT

VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC. ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT

VOR/DME via TTT R-166 to ELLVR INT. HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC,

then via ACT R-193 to HOARY INT. JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME

via TTT R-176 to JASPA INT. SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and

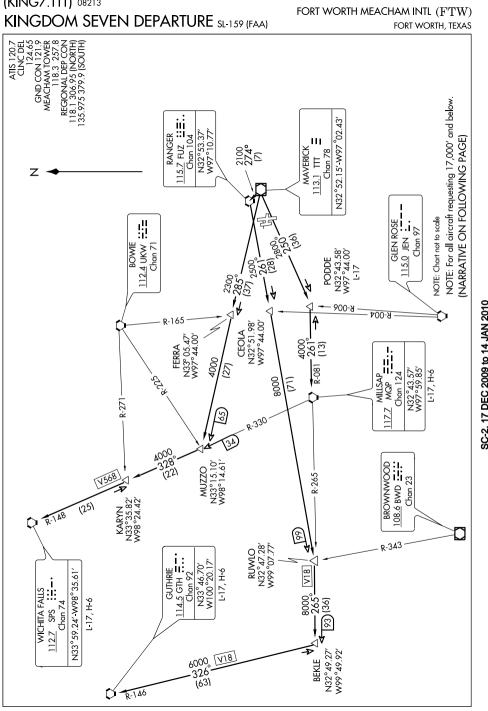
San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT

R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4. WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.



SC-2, 17 DEC 2009 to 14 JAN 2010

V

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT,

then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC. MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF MINIMUMS:

Rwys 16, 17, 27, 35 standard.

Rwy 9, 300-1 1/2 or standard with minimum climb of 216' per NM to 1000' or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur

no later than 1500' prior to DER. Rwy 34, 300-2 or standard with minimum climb of 222' per NM to 1100' or alternatively,

with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER. DEPARTURE PROCEDURE:

Rwy 9: Climb heading 092° to 2000′ before proceeding on course. Rwy 16: Climb heading 164° to 2000' before proceding on course.

Rwy 17: Climb heading 164° to 2000′ before proceding on course.

TAKE-OFF OBSTACLES:

Note: Rwy 9, Windsock 293' from DER, 354' left of centerline, 51' AGL/721' MSL. Sign on building 481' from DER, 407' right of centerline, 39' AGL/702' MSL. Sign 2448' from DER, 540' left of centerline, 75' AGL/742' MSL.

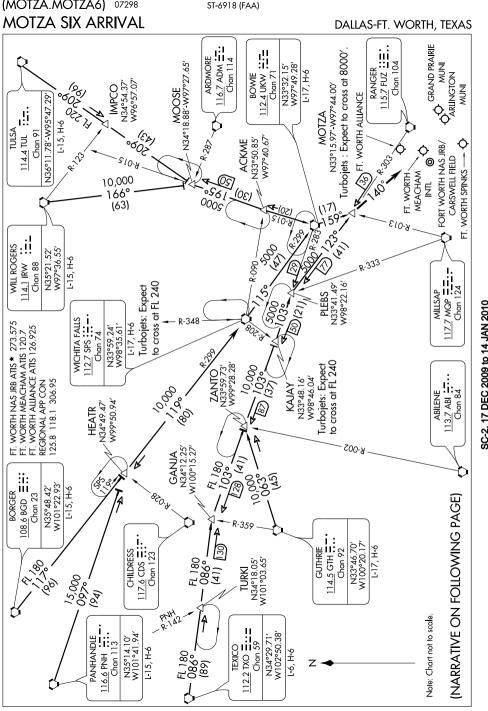
Grain elvators beginning 1.2 NM from DER, 2191' left of centerline, up to 229' AGL/877' MSL. Note: Rwy 17, Bush 13' from DER, 160' right of centerline, 21' AGL/674' MSL. Antenna 953' from DER, 394' left of

centerline, 72' AGL/722' MSL. Hangar 1380' from DER, 744' left of centerline, 43' AGL/703' MSL. Note: Rwy 27, Tree 239' from DER, 492' left of centerline, 35' AGL/685' MSL.

Note: Rwy 34, Multiple trees 974' from DER, 682' right of centerline, up to 47' AGL/746' MSL. Grain elevator 1.52 NM

from DER, 2775' right of centerline, 254' AGL/969' MSL. Note: Rwy 35, Tree 1' from DER, 248' left of centerline, 40' AGL/690' MSL. Tree 567' from DER, 225' right of centerline,

45' AGL/699' MSL. Bush 55' from DER, 143' left of centerline, 21' AGL/681' MSL. OL on DAM 1359' from DER, 1' right of centerline, 46' AGL/706' MSL.



(MOIZA, MOIZA6) 04330 ST-6918 (FAA) MOTZA SIX ARRIVAL DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to

ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence

INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence

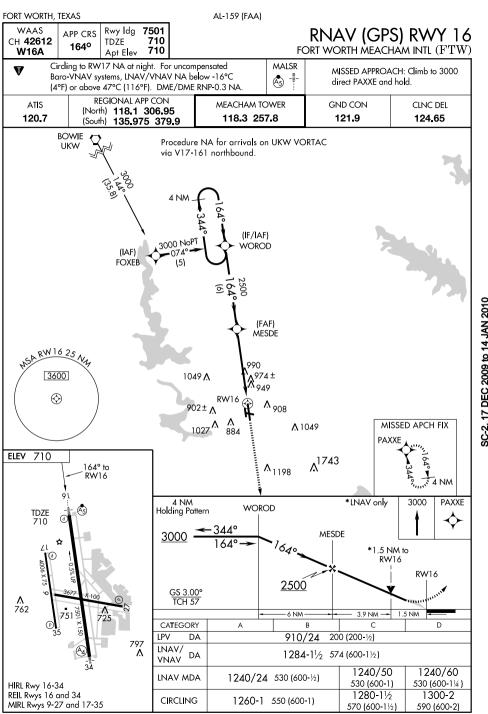
TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA

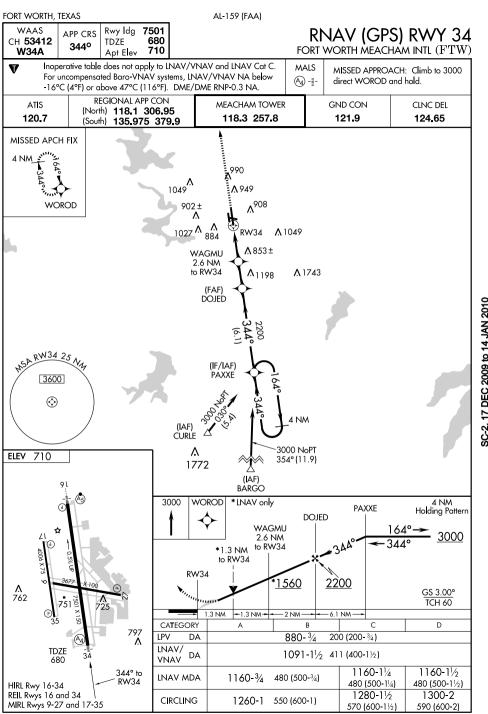
WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence

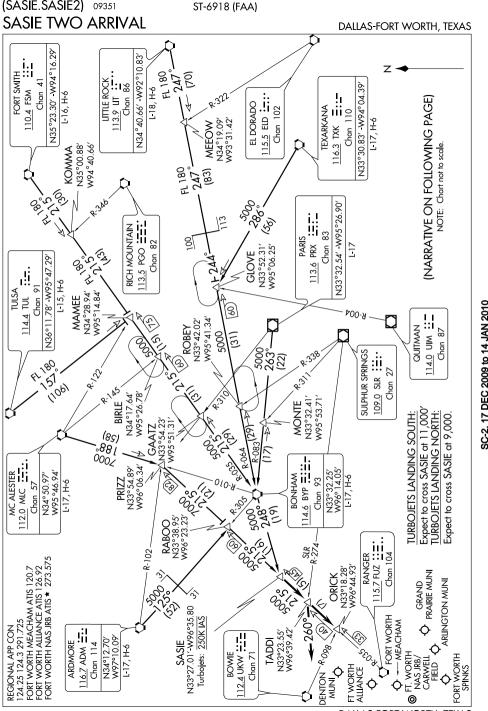
WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. 17 DEC 2009 to 14 .IAN 2010

Thence

.... From over MOTZA INT, thence via heading 140° for vectors to final approach course.







SC-2, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . . BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .

FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE

INT. Thence. . . . LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and

BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . .

MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188

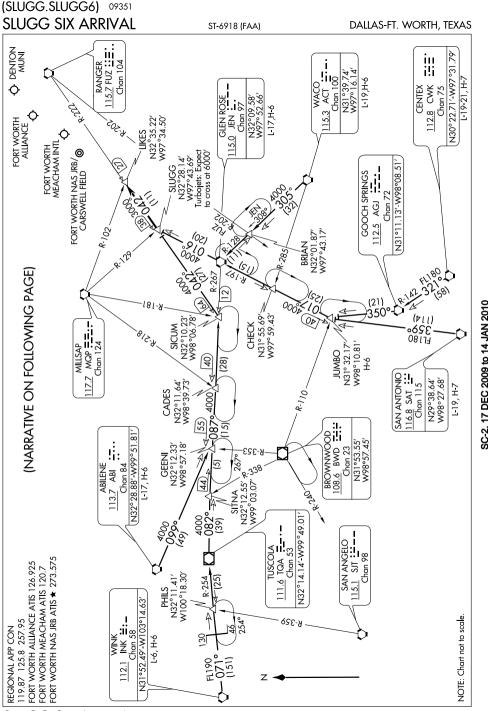
to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . . PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .

TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE

INT. Thence. . . . TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT.

Thence. From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when

directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.



(SLUGG.SLUGG6) 09351
SLUGG SIX ARRIVAL ST-6918 (FAA) DALLAS-FORT WORTH, TEXAS

ARRIVAL ROUTE DESCRIPTION

ANNIVAL NOOTE DESCRIPTION

GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT.
Thence
CENTEX TRANSITION (CWK SLUGG6): From over CWK VORTAC via CWK R-321

ABILENE TRANSITION (ABI.SLUGG6): From over ABI VORTAC via ABI R-099 to

CENTEX TRANSITION (CWK.SLUGG6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence GLEN ROSE TRANSITION (JEN.SLUGG6): From over JEN VORTAC via JEN R-016

to SLUGG INT. Thence

JUMBO TRANSITION (JUMBO.SLUGG6): From over JUMBO INT via JEN R-197 to
JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence

SAN ANTONIO TRANSITION (SAT.SLUGG6): From over SAT VORTAC via

SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence

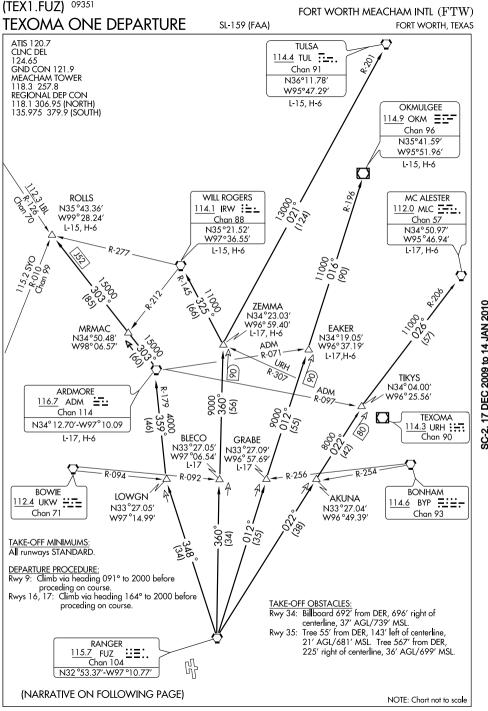
WACO TRANSITION (ACT.SLUGG6): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . .

WINK TRANSITION (INK.SLUGG6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence

SC-2, 17 DEC 2009 to 14 JAN 2010

 \dots . From over SLUGG INT, via FUZ R-222 to LIKES INT. Expect vectors to final approach course.

approach costs.



SL-159 (FAA)

FORT WORTH MEACHAM INTL (FTW) FORT WORTH TEXAS

17 DEC 2009 to 14 .IAN 2010

V

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC. BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC

via FUZ R-360 to BLECO INT.

OKM VOR/DME.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area) From over FUZ VORTAC via FUZ R-012 to FAKER INT

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT,

then via MLC R-206 to MLC VORTAC. OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME

proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to

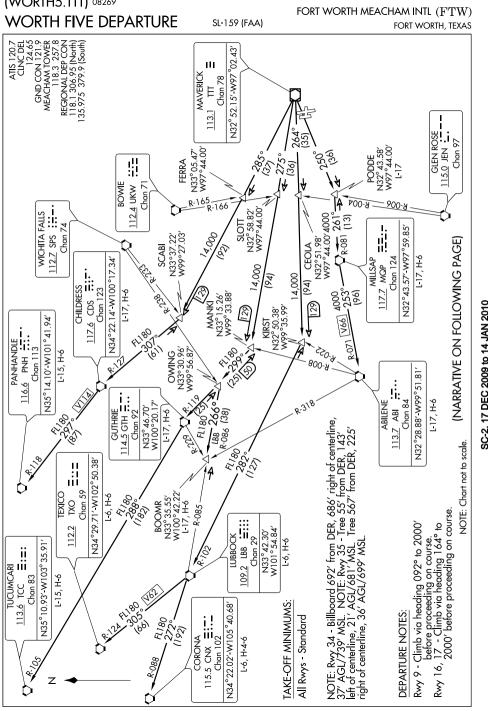
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.1 From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From

over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC. WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the

Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.



(WORIH5.111) 06215 FORT WORTH MEACHAM INTL (FTW)WORTH FIVE DEPARTURE SL-159 (FAA) FORT WORTH, TEXAS 77 DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading and altitude to appropriate route

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI

VORTAC. BOOMR TRANSITION (WORTHS.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABLINT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088

to CNX VORTAC. GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to

MANKI INT, then via GTH R-119 to GTH VORTAC. LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to

KIRST INT, then via LBB R-102 to LBB VORTAC. MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

TTT R-250 to PODDE INT.

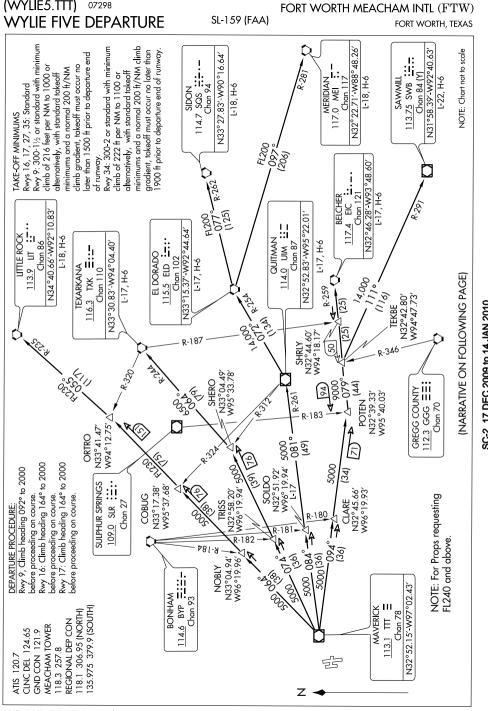
PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABLINT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118

to PNH VORTAC. PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 17 DEC 2009 to 14 JAN 2010



FORT WORTH, TEXAS

WYLIE FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via

UIM R-072 and FLD R-254 to FLD VORTAC

LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via

ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME. SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254

to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC. SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME

TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

via TTT R-084 to SOLDO.

Rwy 9, windsock 293' from departure end of runway, 354' left of centerline, 51' AGL/721' MSL. Sign on building 481' from departure end of runway, 407' right of centerline, 39' AGL/702' MSL. Sign 2448' from departure end of runway, 540' left of centerline, 75' AGL/742' MSL. Grain elevators beginning 7085' from departure end of runway, 2191' left of centerline, up to 229' AGL/877' MSL.

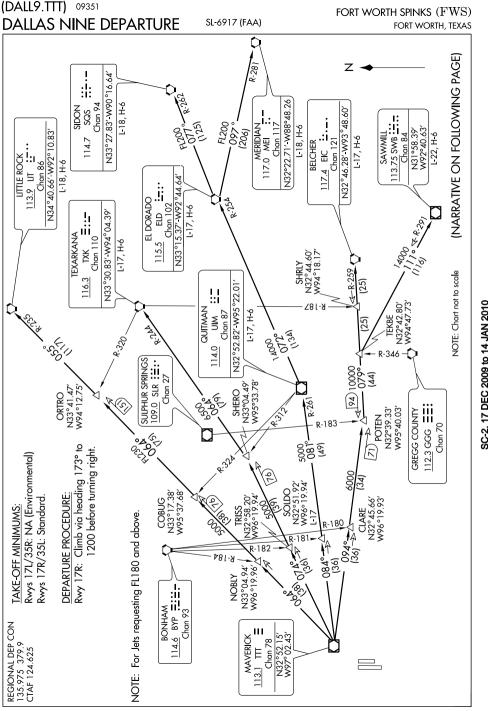
Rwy 27, tree 239' from departure end of runway, 492' left of centerline, 35' AGL/685' MSL. Rwy 17, bush 13' from departure end of runway, 160' right of centerline, 21' AGL/674' MSL. Antenna

953' from departure end of runway, 394' left of centerline, 72' AGL/722' MSL. Hangar 1380' feet from departure end of runway, 744' left of centerline, 43' AGL/703' MSL.

Rwy 34, multiple trees 974' from departure end of runway, 682' right of centerline, up to 47' AGL/746' MSL.

Rwy 35, tree 1' from departure end of runway, 248' left of centerline, 40' AGL/690' MSL. Tree 567' from departure end of runway, 225' right of centerline, 45' AGL/699' MSL. Bush 55' from departure end of runway, 143' left of centerline, 21' AGL/681' MSL. Obstruction light on dam 1359' from departure end runway, 1' right of centerline, 46' AGL/706' MSL.

Rwy 16, Tower 5.8 NM southeast from departure end of runway, 1113' AGL/1743' MSL. Building 3.5 NM southeast from departure end of runway, 590' AGL/1196' MSL.



DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading and altitude

to appropriate route. **JETS**

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV

terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal

area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME

via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072

and ELD R-254 to ELD VORTAC. LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to

ORTRO INT, then via LIT R-235 to LIT VORTAC. MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal

area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

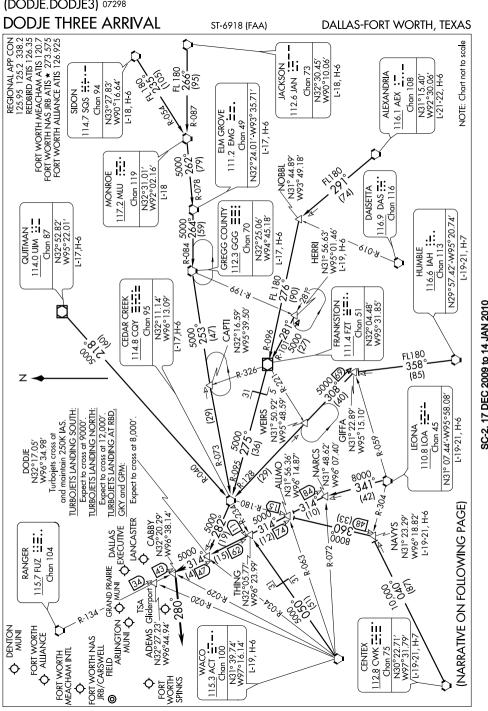
SC-2, 17 DEC 2009 to 14 JAN 2010

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to

SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC. SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to

SOLDO INT. TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.



ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS

INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . . ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY

VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253

and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . HERRI TRANSITION (HERRI DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY

R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to

CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via

GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . .

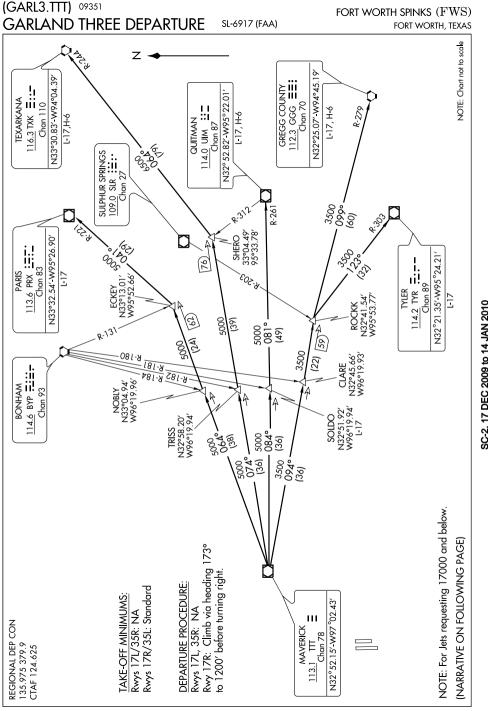
NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT, Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and

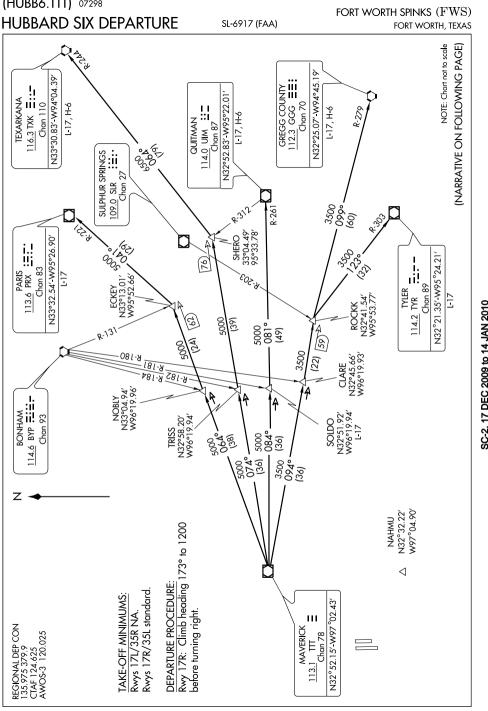
MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . . From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

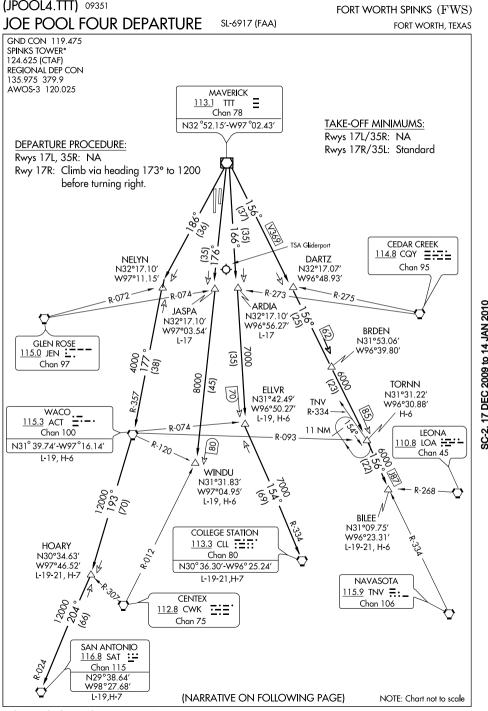


(GARL3.TTT) 09351 FORT WORTH SPINKS (FWS) GARLAND THREE DEPARTURE SL-6917 (FAA) FORT WORTH, TEXAS DEPARTURE ROUTE DESCRIPTION V When entering controlled airspace, fly assigned heading to appropriate route. LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC. PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME. QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME. SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT. TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC. TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK SC-2, 17 DEC 2009 to 14 JAN 2010 INT, then via TYR R-303 to TYR VOR/DME.



(HUBBO.111) 07354 FORT WORTH SPINKS (FWS) HUBBARD SIX DEPARTURE SL-6917 (FAA) FORT WORTH, TEXAS DEPARTURE ROUTE DESCRIPTION V When entering controlled airspace, fly assigned heading and altitude to appropriate route. LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC. PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME. QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME. SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT. TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC. TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME. SC-2, 17 DEC 2009 to 14 JAN 2010 TAKE-OFF OBSTACLES: Rwy 17R: Tree 4,909' from departure end of runway, 1,556' left of centerline, 60' AGL/830' MSL.

FORT WORTH, TEXAS AL-6917 (FAA) 6002 Rwy Ida ILS RWY 35L LOC I-JZW APP CRS TDŹE 697 353° 110.95 FORT WORTH SPINKS (FWS) Apt Elev 700 MISSED APPROACH: Climb to 1800 then climbing left turn to 3100 via heading 265° and FUZ R-222 to SLUGG Int/FUZ 38 DME and hold. V Circling not authorized west of Runway 17R-35L. Obtain local altimeter on CTAF; when not received, use Fort Worth **A** NA Meacham altimeter setting minimums. REGIONAL APP CON SPINKS TOWER * GCO GND CON AWOS-3 UNICOM 135.975 379.9 121,725 120,025 124.625 (CTAF) (119,475 122,7 NSA FUZ 25 NA RANGER 3400 115.7 FUZ Chan 104 RADAR REQUIRED 844 978+ 831 ۸ LOCALIZER 110.95 883 V 898 I-JZW 🗀 1009 MILLSAP 1772 117.7 MQP Chan 124 1027 SC-2 17 DEC 2009 to 14 JAN 2010 MIKKL OM SLUGG **RADAR** R-129 FUZ [38] 353° (5.1)**LEEON GLEN ROSE** RADAR 115.0 JEN Chan 97 ELEV 700 LEEON 792 1800 3100 MIKKL OM SLUGG **RADAR** RADAR 17L 17R FUZ 38 265 FU7 hdg R-222 2278 4000 X 60 353° 2300 2300 GS 3.00° TCH 50 4.8 NM -5.1 NM · CATEGORY R C D 35R 897-1/2 S-ILS 35L 200 (200-1/2) **TDZE** 1220-1 1220-1¼ 697 S-LOC 35L 1220-1/2 523 (600-1/2) 523 (600-1) 523 (600-1¼) 1260-2 1220-11/2 35L CIRCLING 1220-1 520 (600-1) 520 (600-1½) 560 (600-2) 353°4 8 NM FORT WORTH MEACHAM ALTIMETER SETTING MINIMA from FAF S-ILS 35L 934-1/2 237 (300-1/2) MIRL Rwy 17R-35L 1260-1 1260-11/4 563 (600-11/4) S-LOC 35L 1260-1/2 563 (600-1/2) FAF to MAP 4.8 NM 563 (600-1) Knots 60 90 120 150 180 1260-11/2 1260-2 CIRCLING 1260-1 560 (600-1) 560 (600-2) 560 (600-1½) Min:Sec 4:48 3:12 2:24 1:55 1:36



FORT WORTH, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010

V

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston

terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston

Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC. ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT

VOR/DME via TTT R-166 to ELLVR INT. HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC,

then via ACT R-193 to HOARY INT. JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME

via TTT R-176 to JASPA INT. SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and

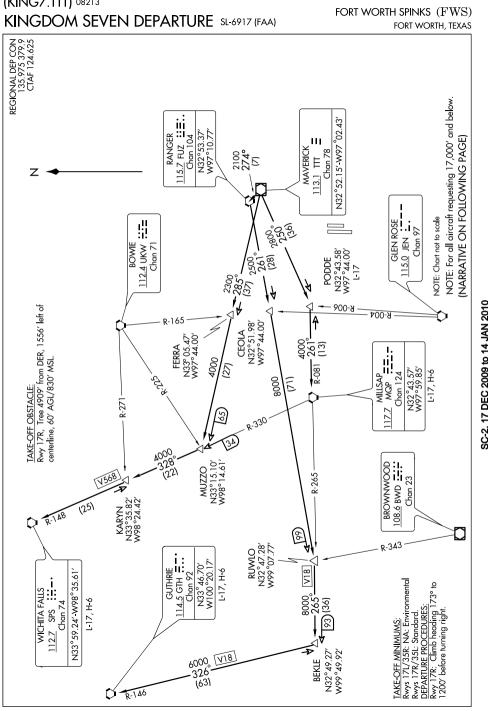
San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT

R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4. WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.



(KING/.III) 08213 FORT WORTH SPINKS (FWS) KINGDOM SEVEN DEPARTURE SL-6917 (FAA) FORT WORTH, TEXAS V DEPARTURE ROUTE DESCRIPTION

appropriate route.

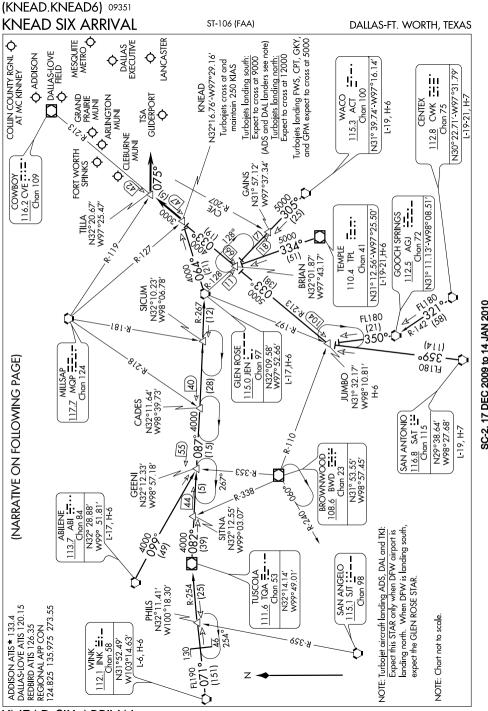
When entering controlled airspace fly assigned heading and altitude to

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over

INT, then via MQP R-081 to MQP VORTAC.

TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC. MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT. WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZÓ INT, then via SPS R-148 to SPS VORTAC.

SC-2, 17 DEC 2009 to 14 JAN 2010



WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading

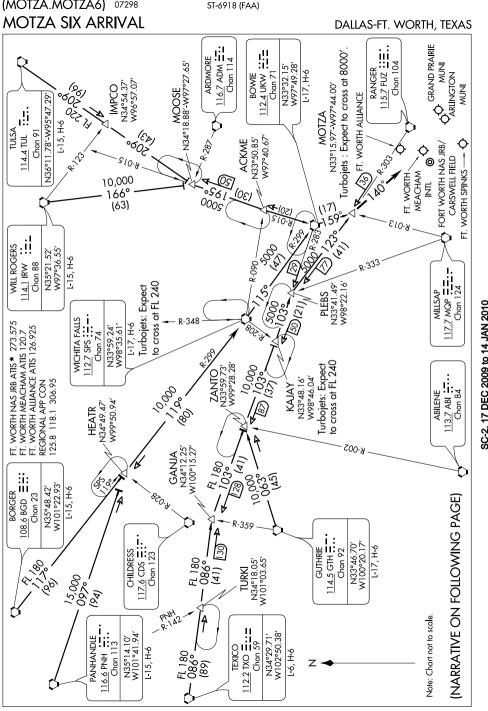
WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267

to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence

to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence

075° for vectors to final approach course.

SC-2, 17 DEC 2009 to 14 JAN 2010



(MOIZA, MOIZA6) 04330 ST-6918 (FAA) MOTZA SIX ARRIVAL DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to

ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT.

UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence

Thence PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to

INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence

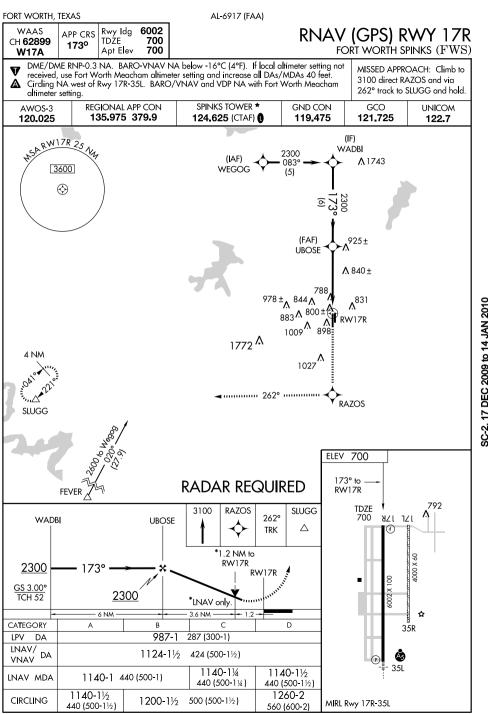
TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA

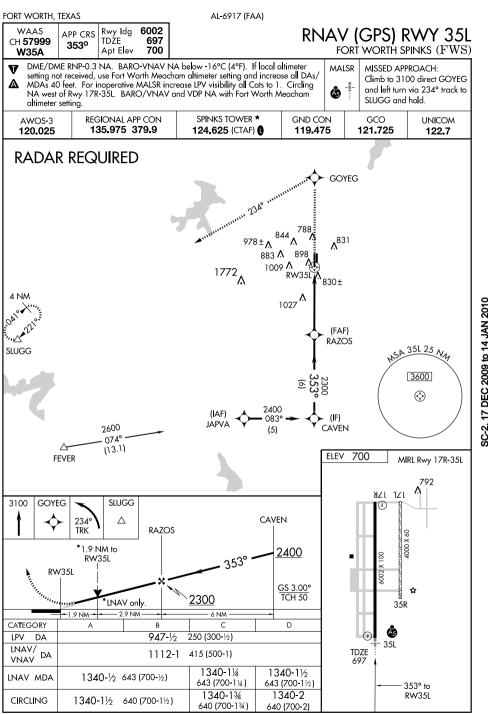
WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence

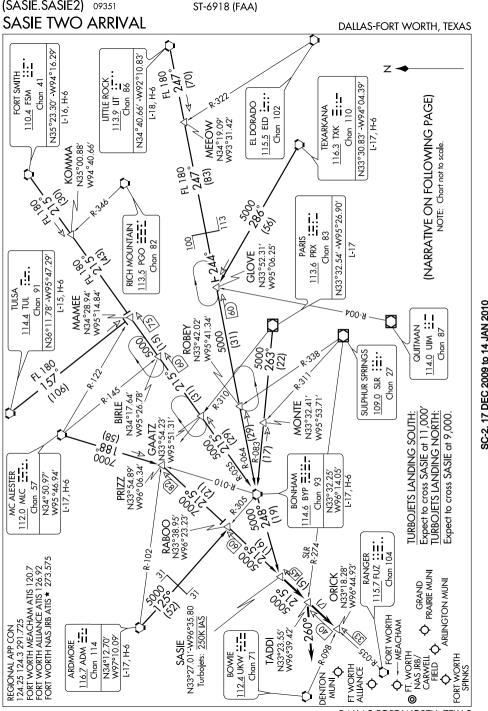
WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. 17 DEC 2009 to 14 .IAN 2010

Thence

.... From over MOTZA INT, thence via heading 140° for vectors to final approach course.







SC-2, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . . BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .

FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .

LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248

to SASIE INT. Thence. . . MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188

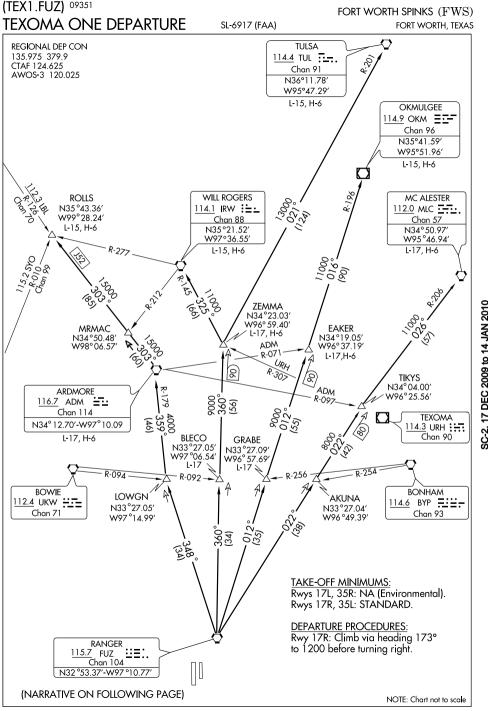
to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . . PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP

R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . . TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to

GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . . TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE

INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when

directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.



(IEXI.FUZ) 09351 FORT WORTH SPINKS (FWS) TEXOMA ONE DEPARTURE SL-6917 (FAA)

FORT WORTH TEXAS

17 DEC 2009 to 14 .IAN 2010



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC. BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC

via FUZ R-360 to BLECO INT.

OKM VOR/DME.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area) From over FUZ VORTAC via FUZ R-012 to FAKER INT

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT,

then via MLC R-206 to MLC VORTAC. OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME

proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to

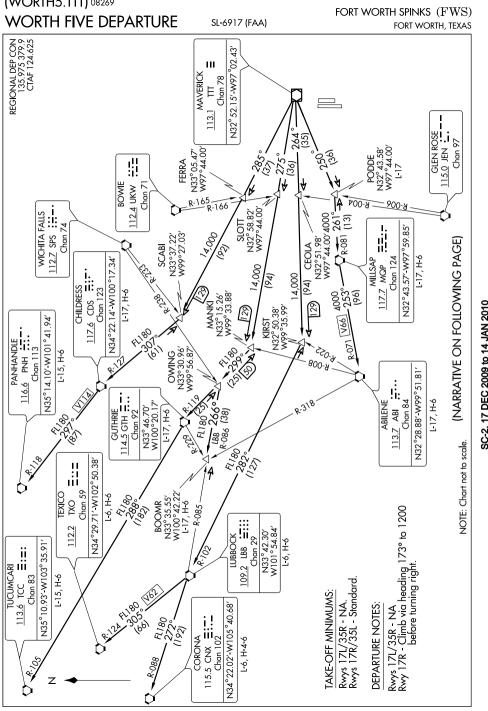
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM

R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL

VORTAC. WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.



(WORIH5.111) 06215 FORT WORTH SPINKS (FWS) **WORTH FIVE DEPARTURE** SL-6917 (FAA) FORT WORTH, TEXAS 77 DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading and altitude to appropriate route ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC. BOOMR TRANSITION (WORTHS.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT. CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC. CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to

KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to

PODDE INT, then via MQP R-081 to MQP VORTAC.

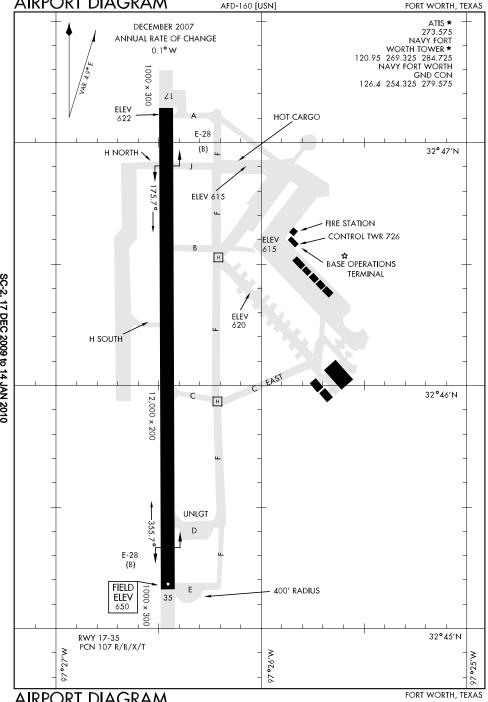
PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

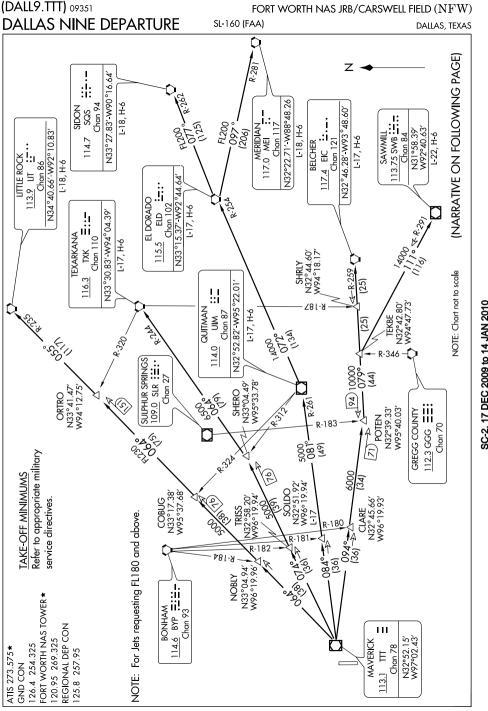
PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2. 17 DEC 2009 to 14 JAN 2010





(DALLY, | | |) 09351 FORT WORTH NAS JRB/CARSWELL FIELD (NFW) DALLAS NINE DEPARTURE SL-160 (FAA) FORT WORTH, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010

V

When entering controlled airspace, fly assigned heading and altitude

to appropriate route. **JETS**

DEPARTURE ROUTE DESCRIPTION

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via

EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal

area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME

via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072

and ELD R-254 to ELD VORTAC. LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to

ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal

area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via

ELD R-097 and MEI R-281 to MEI VORTAC. QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal

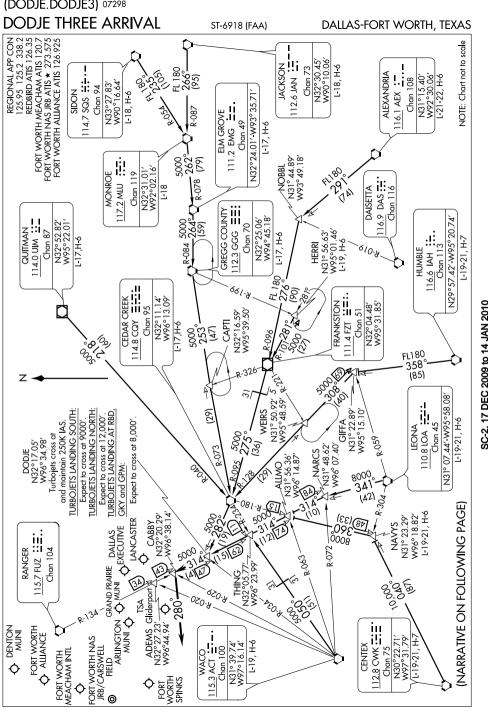
area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME. SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to

POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to

SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC. SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to

SOLDO INT. TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.



ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY

VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253

and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . HERRI TRANSITION (HERRI DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY

R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to

CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via

GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO

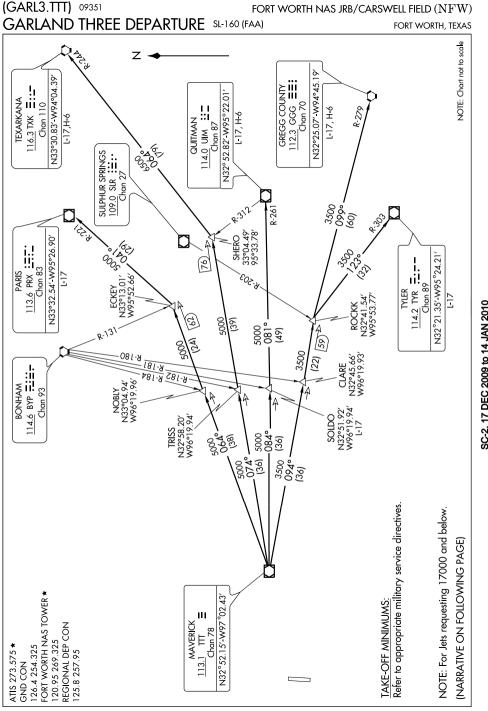
INT, then via FUZ R-134 to DODJE INT, Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and

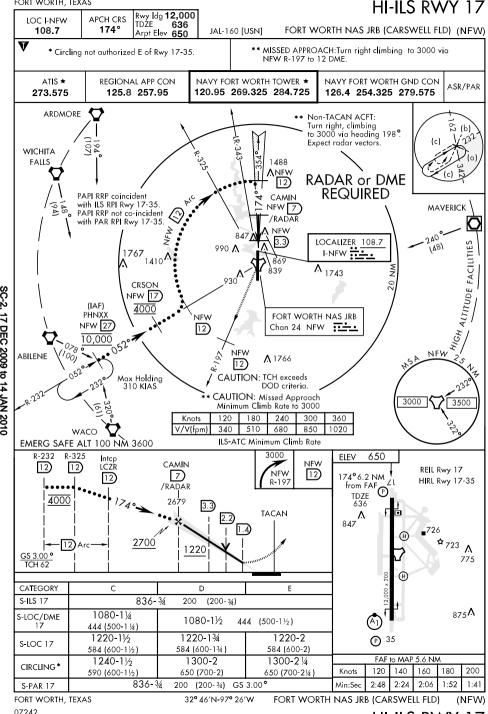
CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and

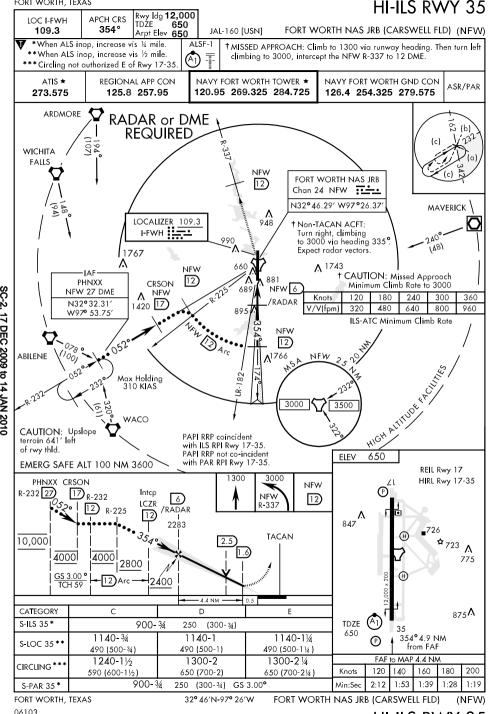
CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

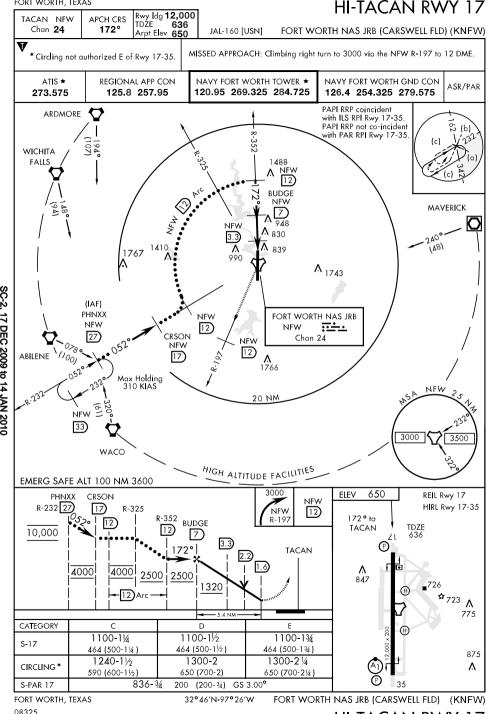
. . . . From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.



(GARL3.TTT) FORT WORTH NAS JRB/CARSWELL FIELD (NFW) GARLAND THREE DEPARTURE SL-160 (FAA) FORT WORTH, TEXAS V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading to appropriate route. LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC. PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME. QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME. SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT. TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC. TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK SC-2, 17 DEC 2009 to 14 JAN 2010 INT, then via TYR R-303 to TYR VOR/DME.

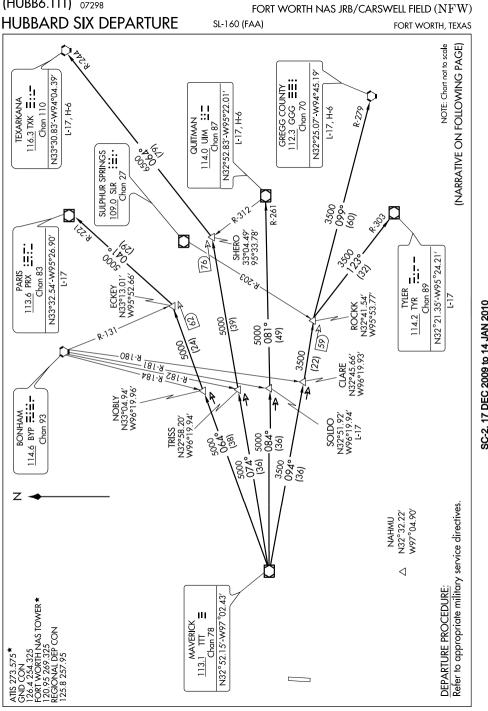




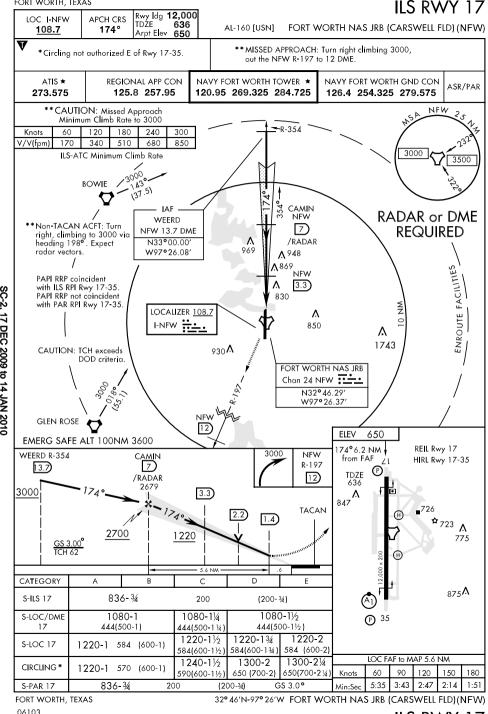


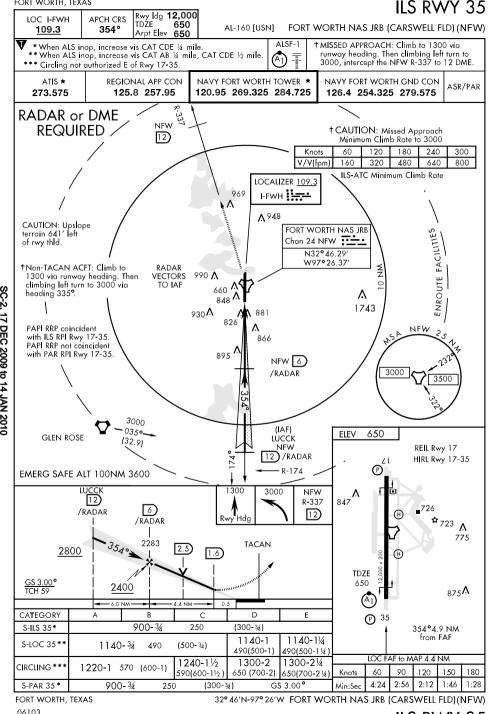
FORT WORTH, TEXAS HI-TACAN RWY 35 Rwy ldg **12,000** TDZE **650** TACAN NEW APCH CRS Chan **24** 355° FORT WORTH NAS JRB (CARSWELL FLD) (NFW) JAL-160 [USN] Arpt Elev 650 When ALS inop, increase vis CAT C to 1½ miles, CAT DE to 1¾ miles. ALSF-1 MISSED APPROACH: Climb to 1300 ** Circling not authorized E of Rwy 17-35. (Å) heading 355°, then a climbing turn left *** When ALS inop, increase vis 1 mile. to 3000 via the NFW R-337 to 12 DME. ATIS * REGIONAL APP CON NAVY FORT WORTH TOWER ★ NAVY FORT WORTH GND CON ASR/PAR 120.95 269.325 284.725 126.4 254.325 279.575 273.575 125.8 257.95 ARDMORE (b) 232 WICHITA **FALLS** NFW FORT WORTH NAS JRB 12) Chan 24 NFW 148 (94) MAVERICK 948 240 (84) 1767 949 \Lambda **∧** 1743 \$ 893 896/ NFW 930 1420 CRSON 12 1420 CRSON 12 BEKAY 896 NFW 17) 7 (IAF) PHNXX NFW 27 NFW 0>8 0 12) ABILENE 00) ₽ **1**766 Max Holding 310 KIAS R 232 NFW 20 NM WACO PAPI RRP coincident with ILS RPI Rwy 17-35. PAPI RRP not co-incident 3000 3500 with PAR RPI Rwy 17-35. HIGH ALTITUDE FACILITIES EMERG SAFE ALT 100 NM 3600 1300 3000 650 **ELEV** REIL Rwy 17 PHNXX CRSON NFW [17]_{R-232} R-232 27 hdg ۷l HIRL Rwy 17-35 NFW 12 355°)s20° R-175 ® R-337 R-225 12) 10,000 12 BEKAY \Box 4000 4000 TACAN 847 355° 2.6 _726 2800 [♠]723 ∧ 1.6 2500 775 12)Arc 5.4 NM CATEGORY C E 1180 - 1₈₇₅∧ S-35* 530 (600-11/4) 1180-11/4 530 (600-1) **TDZE** 35 1240-11/2 1300-2 1300-21/4 650 CIRCLING ** 355° to 590 (600-11/2) 650 (700-2) 650 (700-21/4) TACAN S-PAR 35 *** 900-3/ 250 (300-34) GS 3.00° FORT WORTH, TEXAS 32° 46′ N-97° 26′ W FORT WORTH NAS JRB (CARSWELL FLD) (NFW)

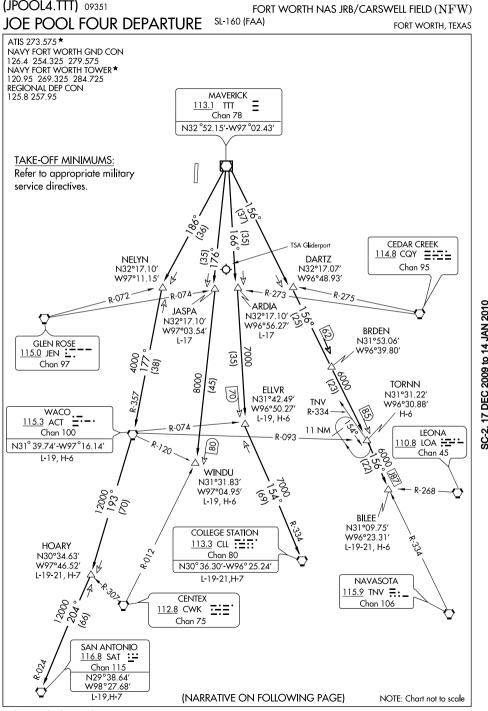
SC-2, 17 DEC 2009 to 14 JAN 2010



(HUBBO.111) 07354 FORT WORTH NAS JRB/CARSWELL FIELD (NFW) HUBBARD SIX DEPARTURE SL-160 (FAA) FORT WORTH, TEXAS V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading and altitude to appropriate route. LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC. PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME. QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME. SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT. TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC. TYLER TRANSITION (HUBB6,TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME. SC-2, 17 DEC 2009 to 14 JAN 2010







FORT WORTH, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010

V

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT

VOR/DME via TTT R-156 to BILEE INT. BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156

to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC. ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT

VOR/DME via TTT R-166 to ELLVR INT. HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC,

then via ACT R-193 to HOARY INT. JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME

via TTT R-176 to JASPA INT. SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and

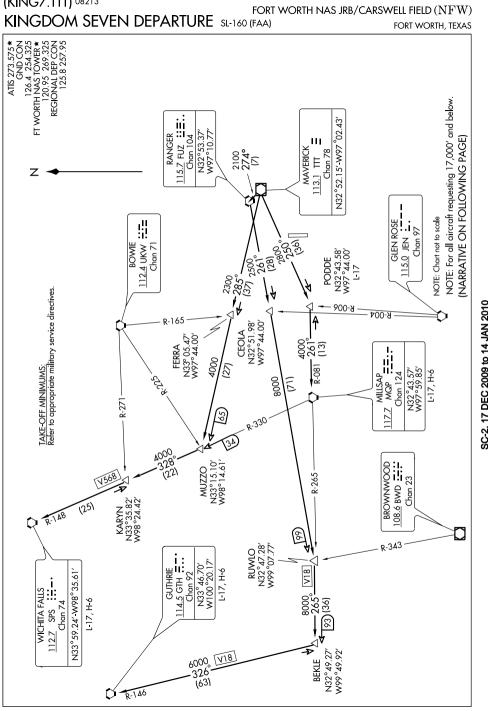
San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT

R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.



(KING/.III) 08213 FORT WORTH NAS JRB/CARSWELL FIELD (NFW) KINGDOM SEVEN DEPARTURE SL-160 (FAA) FORT WORTH, TEXAS DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over

appropriate route.

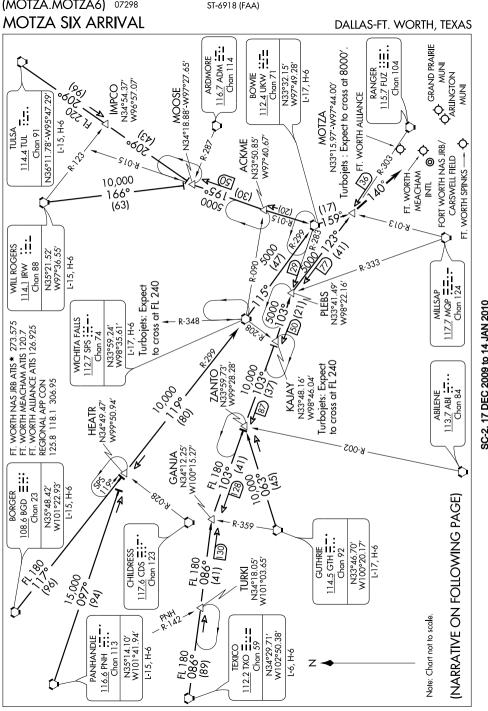
TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC. MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC

westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE

INT, then via MQP R-081 to MQP VORTAC. PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT. Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT

WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the VOR/DME via TTT R-285 to MUZZÓ INT, then via SPS R-148 to SPS VORTAC.

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(MOIZA, MOIZA6) 04330 ST-6918 (FAA) MOTZA SIX ARRIVAL DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to

ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT.

UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence

Thence PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to

INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence

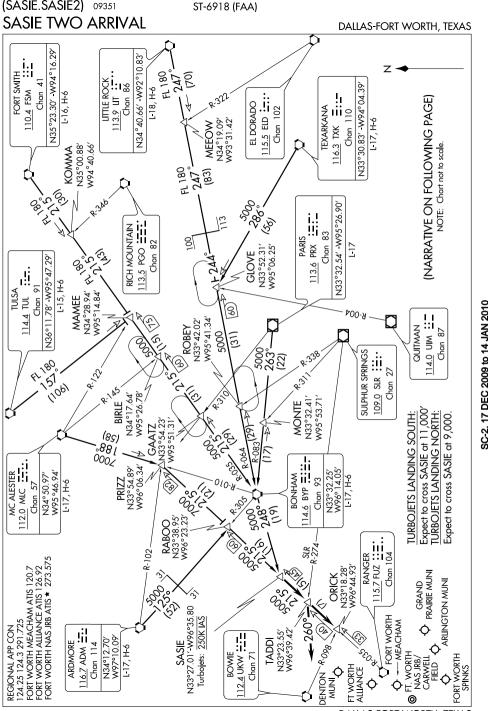
TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. 17 DEC 2009 to 14 .IAN 2010

Thence

.... From over MOTZA INT, thence via heading 140° for vectors to final approach course.



SC-2, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . . BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .

FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .

LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248

to SASIE INT. Thence. . . MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188

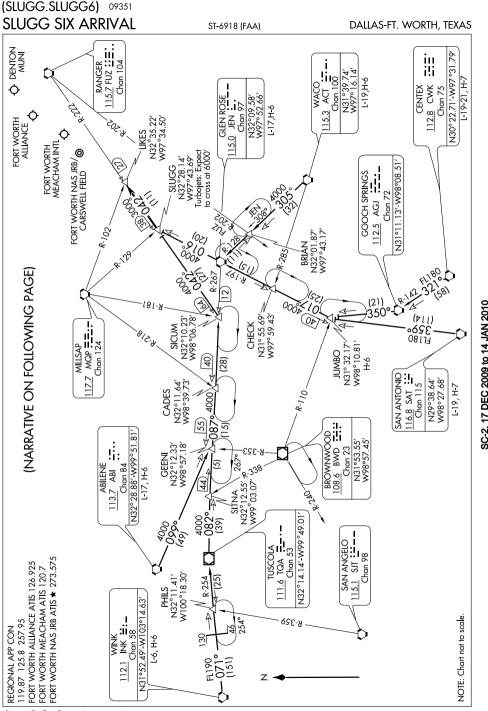
to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . . PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP

R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . . TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to

GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . . TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE

INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when

directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.



(SLUGG.SLUGG6) 09351
SLUGG SIX ARRIVAL ST-6918 (FAA) DALLAS-FORT WORTH, TEXAS

ARRIVAL ROUTE DESCRIPTION

ABILENE TRANSITION (ABI.SLUGG6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence

CENTEX TRANSITION (CWK.SLUGG6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via

and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence

GLEN ROSE TRANSITION (JEN.SLUGG6): From over JEN VORTAC via JEN R-016 to SLUGG INT. Thence

ILIMBO TRANSITION (JENRO SLUGG6): From over JEMBO INT via JEN R-197 to

JUMBO TRANSITION (JUMBO.SLUGG6): From over JUMBO INT via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence SAN ANTONIO TRANSITION (SAT.SLUGG6): From over SAT VORTAC via

SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence

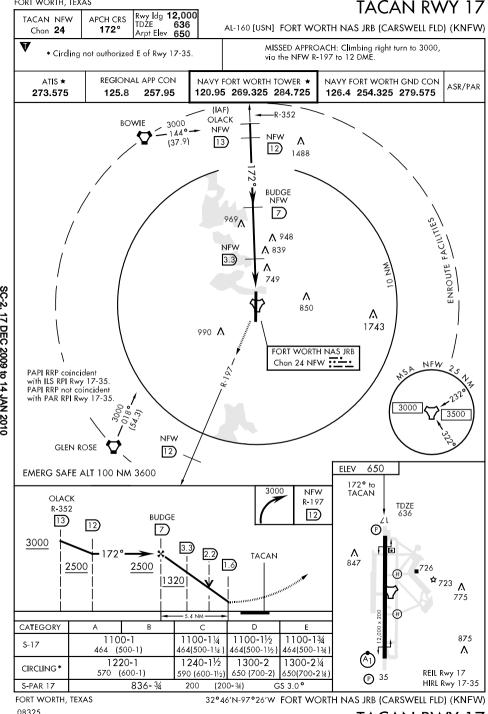
WACO TRANSITION (ACT SLUGG6): From over ACT VORTAC via ACT R-305 and

WACO TRANSITION (ACT.SLUGG6): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence

WINK TRANSITION (INK.SLUGG6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence

. . . . From over SLUGG INT, via FUZ R-222 to LIKES INT. Expect vectors to final approach course.

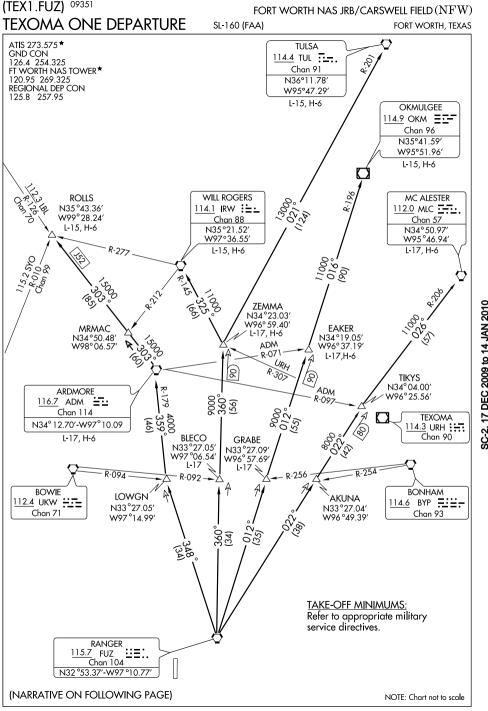
SC-2, 17 DEC 2009 to 14 JAN 2010



FORT WORTH, TEXAS TACAN RWY 3*5* Rwy ldg **12,000** TDZE **650** TACAN NFW APCH CRS 355° AL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (NFW) Chan **24** Arpt Elev 650 *When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles. CAT DE to 1¾ miles. ALSF-1 MISSED APPROACH: Climb to 1300 on heading 355° then climbing left turn to **Circling not authorized E of Rwy 17-35.

*** When ALS inop, increase vis CAT CDE to 1 mile 3000, via the NFW R-337 to 12 DME. REGIONAL APP CON ATIS * NAVY FORT WORTH TOWER ★ NAVY FORT WORTH GND CON ASR/PAR 120.95 269.325 284.725 273.575 125.8 257.95 126.4 254.325 279.575 R-337 NFW 12) Λ948 ENROUTE FACILITIES 797 Λ 893 896 850 960 1 900 Λ Λ 829 1743 911 PAPI RRP coincident FORT WORTH NAS JRB 896 A with ILS RPI Rwy 17-35. Chan 24 NFW :--PAPI RRP not coincident with PAR RPI Rwy 17-35. NFW **BEKAY** 875 A NFW 7 355° 3000 3500 3000 03> GLEN ROSE NFW 132.21 12 (IAF) GATIS NFW [13] - R-175 650 ELEV EMERG SAFE ALT 100NM 3600 REIL Rwy 17 1300 3000 NFW HIRL Rwy 17-35 **GATIS** Ζl R-337 R-175 BEKAY hdg 355° P NFW R-337 12 13) 12 847 ^A 3000 726 355° 1.6 TACAN [♠]723 ∧ 2500 2500 775 TDZE - 5.4 NM -650 CATEGORY Е ₈₇₅∧ $\overline{(A_1)}$ 1180 - 1S-35* 1180-3/4 530 (600-3/4) 1180-11/4 530 (600 - 11/4)530(600-1) P 35 1240-11/2 1300-2 1300-21/4 CIRCLING ** 355° to 1220-1 570 (600-1) 590(600-11/2 650 (700-2) 650(700-21/4 **TACAN** S-PAR 35 *** 900-34 250 (300-34) GS 3.00° 32° 46′N-97° 26′W FORT WORTH, TEXAS FORT WORTH NAS JRB (CARSWELL FLD)(NFW)

SC-2, 17 DEC 2009 to 14 JAN 2010



(IEXI.FUZ) 09351 FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

TEXOMA ONE DEPARTURE SL-160 (FAA) FORT WORTH TEXAS

V

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area) From over FUZ VORTAC via FUZ R-012 to FAKER INT

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT,

then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.)

From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to

17 DEC 2009 to 14 .IAN 2010

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM

R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT. TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From

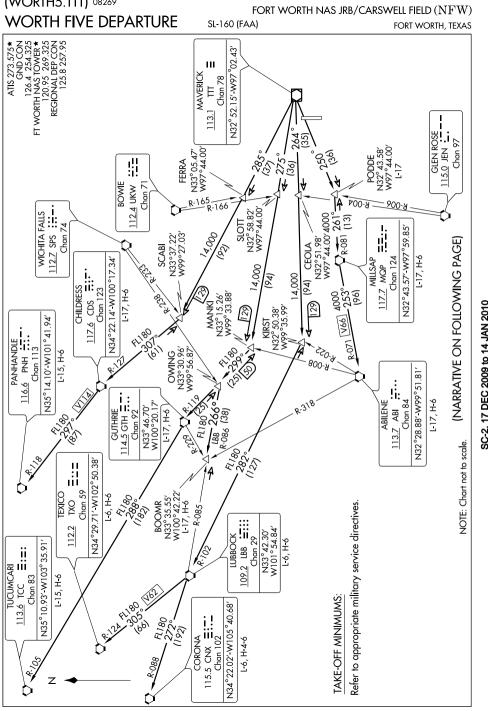
over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC

via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC. ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC

via FUZ R-360 to ZEMMA INT.

OKM VOR/DME.



WORTH FIVE DEPARTURE

SL-160 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT. then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI

INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to

MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to

SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTHS.CNX): From over TTT VOR/DME via TTT R-264 to

KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTHS.PNH): From over TTT VOR/DME via TTT R-285

to PNH VORTAC.

to SCABLINT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

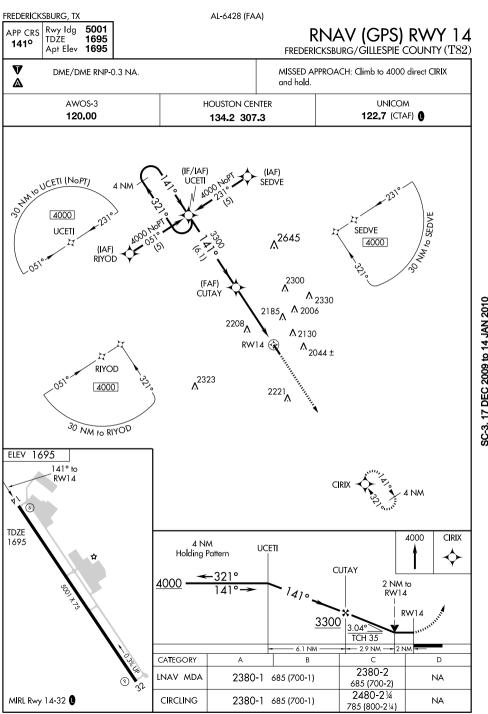
KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

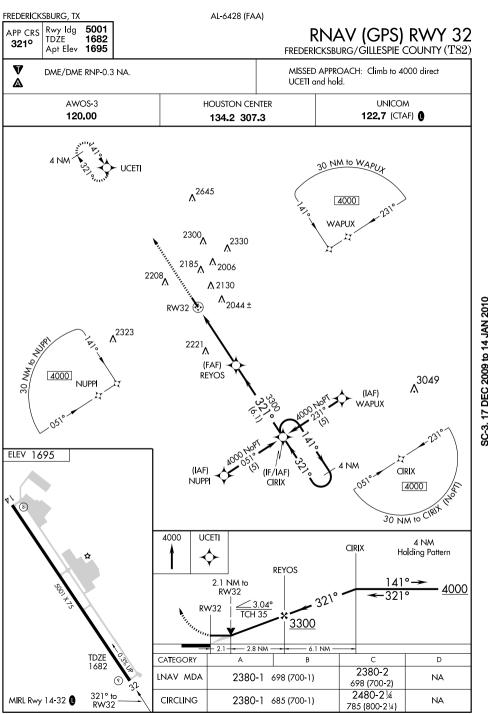
TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to

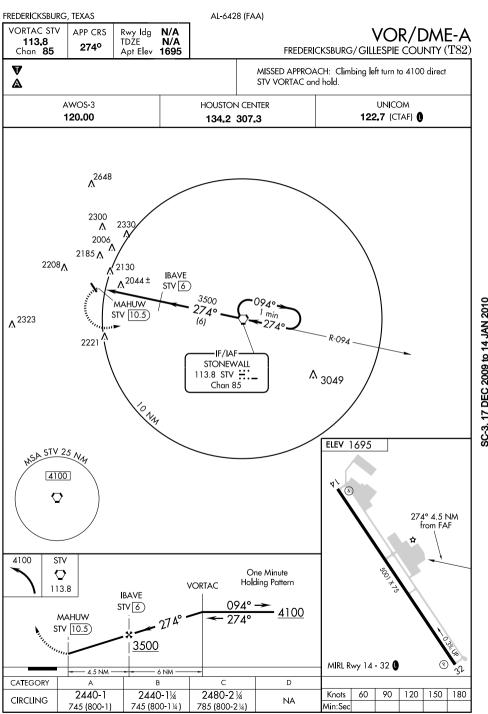
TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to

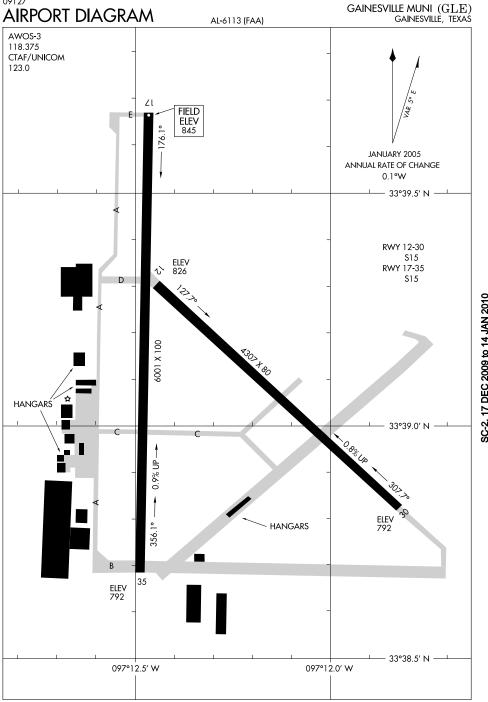
MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

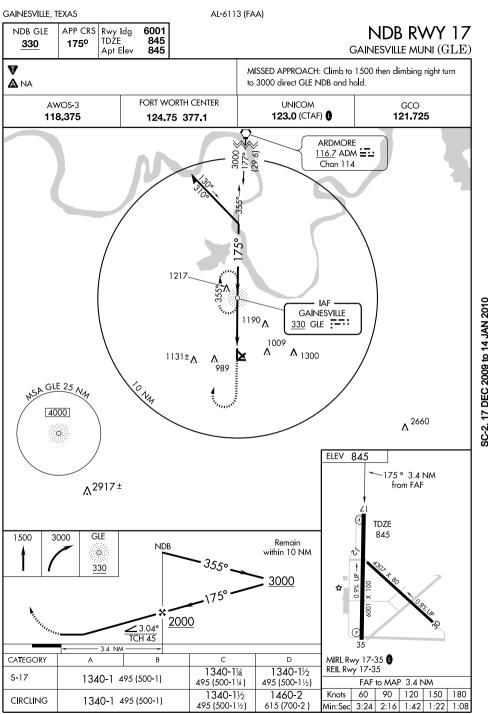
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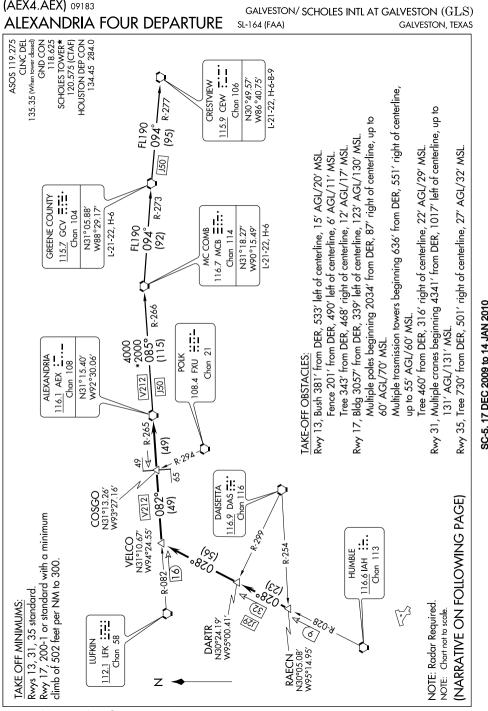








GAINESVILLE, TEXAS AL-6113 (FAA) 6001 WAAS Rwy Idg RNAV (GPS) RWY 17 APP CRS CH 58111 TDŹE 845 175° Apt Elev 845 GAINESVILLE MUNI (GLE) W17A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Denton altimeter setting and increase all DA 91 feet and all MDA 100 feet. Increase LPV visibility all Cats ½ mile, increase LNAV/VNAV visibility ½ all Cats, increase LNAV visibility Cat C½ and Cat D½ and increase circling Cat C/D ¼ mile. Baro-VNAV and VDP NA when using Denton altimeter setting. MISSED APPROACH: Climb to 3000 direct ALBEW and via 070° track to BECMY and via 318° track to ILOPY and hold AWOS-3 FORT WORTH CENTER UNICOM GCO 118,375 124.75 377.1 123.0 (CTAF) 0 121,725 (IAF) ARDMORE ADM 78° (22) Procedure NA for arrivals at FERET via V-114 westbound. Procedure NA for arrivals at TEYUS via V-63 northeast bound. 4 NM 3000 (NoPT) (IF/IAF) ILOPY 3000 (NoPT) 085° (5) **TEYUS** 265° (5) 3000 (IAF) 261° (IAF) BEFME (20.7)**AROSE** 3000 FERET 072 SC-2, 17 DEC 2009 to 14 JAN 2010 9 △ (14) (FAF) LUTNY GODNE 1217 A 2.3 NM to RW17 SA RW 17 25 Ny 1009± 🐧 RW17 / 940 ± 4000 **∧** 1300 Λ 1131± **∧** 1009 989 \bigcirc **BECMY** 070° Λ 2660 ALBEW **ELEV 845** 175° to **∆** 2917 ± RW17 3000± ۸ **BECMY** 3000 ALBEW LOPY 4 NM IUTNY **ILOPY TDZE** Holding Pattern 845 070° TRK 318° TRK GODNE * LNAV only 2.3 NM to 1.2 NM to RW17 ₽ RW17 %6.0 GS 3.00° 1620 2500 TCH 45 2.7 NM 6 NM CATEGORY D LPV DA 1194-11/4 349 (400-11/4) LNAV/ 1358-13/4 513 (600-134) VNAV LNAV MDA 1260-1 415 (500-1) 1260-11/4 415 (500-11/4) MIRL Rwy 17-35 🕕 1360-11/2 1460-2 CIRCLING 1320-1 475 (500-1) 515 (600-11/2) **REIL Rwy 17-35** 615 (700-2)



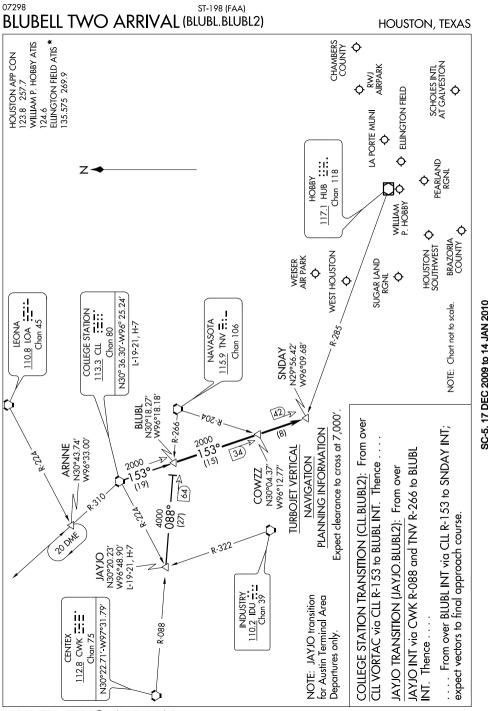
(AEX4.AEX) 09071 GALVESTON/ SCHOLES INTL AT GALVESTON (GLS) ALEXANDRIA FOUR DEPARTURE SL-164 (FAA) GALVESTON, TEXAS V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC. THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE: CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC. GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC

GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to

SC-5, 17 DEC 2009 to 14 JAN 2010



NOTE: Radar Required.

NOTE: Chart not to scale.

V

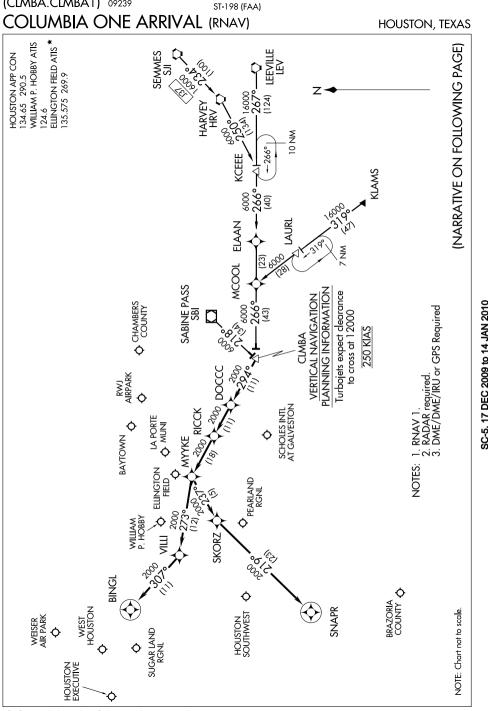
DEPARTURE ROUTE DESCRIPTION

SC-5, 17 DEC 2009 to 14 JAN 2010

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.

LL R-183 to CLL VORTAC.



COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be appreciated.)

DAS must be operational.)

KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF,

and VUH must be operational.)

LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)

SABINE PASS TRANSITION (SBI.CLMBA1):

SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK

WILLIAM P. HOBBY/HOUSTON (HOU):

fly present heading.

LANDING RUNWAY 4: From RICCK via 294° track to MYYKE, thence as depicted

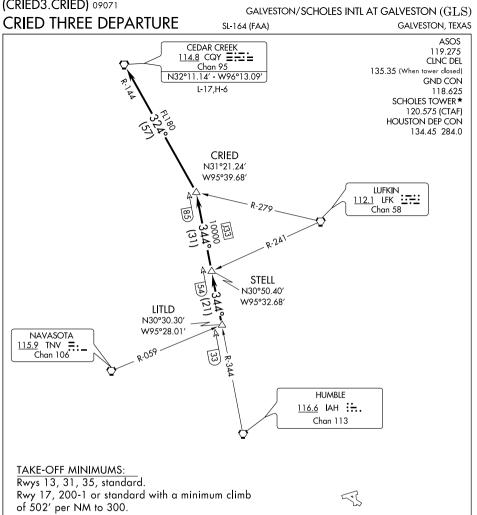
to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.



NOTE: Radar Required. (NOTES CONTINUED ON FOLLOWING PAGE) NOTE: Chart not to scale.

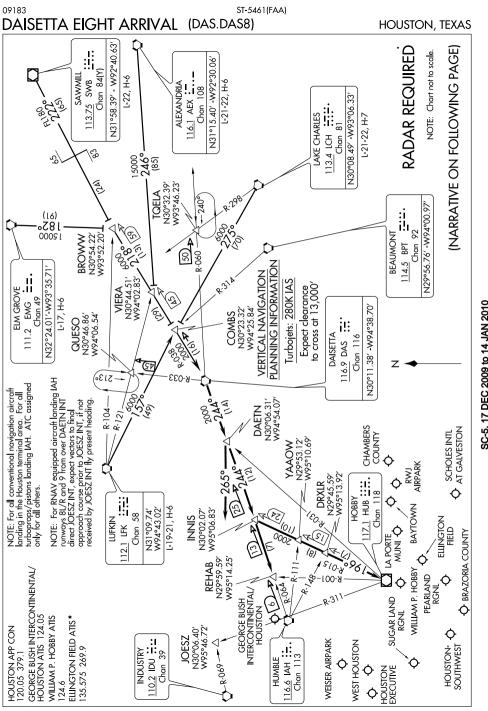
▼ DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence

 \dots via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5. 17 DEC 2009 to 14 JAN 2010

(CRIED3.CRIED) 09071 GALVESTON/SCHOLES INTL AT GALVESTON (GLS) CRIED THREE DEPARTURE GALVESTON, TEXAS SL-164 (FAA) TAKE-OFF OBSTACLES: Rwy 13, Bush, 381' from DER, 533' left of centerline, 15' AGL/20' MSL. Fence, 201' from DER, 490' left of centerline, 6' AGL/11'MSL. Tree, 343' from DER, 468' right of centerline, 12' AGL/17' MSL. Rwy 17, Multiple transmission towers beginning 636' from DER, 551 right of centerline, up to 55' AGL/60' MSL. Tree 460' from DER, 316' right of centerline, 22' AGL/29' MSL. Building 3057' from DER, 339' left of centerline, 123' AGL/130' MSL. Multiple poles beginning 2034' from DER, 87' right of centerline, up to 60' AGL/70' MSL. Rwy 31, Multiple cranes beginning 4341' from DER, 1017' left of centerline, up to 131' AGL/131' MSL. Rwy 35, Tree 730' from DER, 501' right of centerline, 27' AGL/32' MSL. SC-5, 17 DEC 2009 to 14 JAN 2010



ARRIVAL DESCRIPTION

ST-5461(FAA)

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182

to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
.... From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

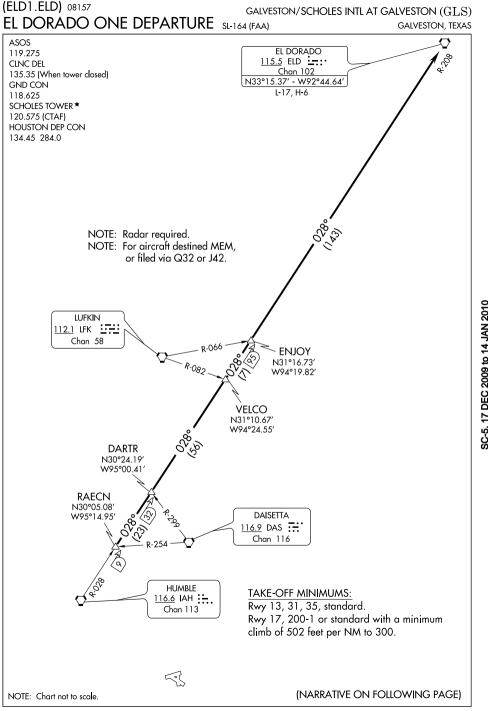
.... From DAETN INT fly heading 265° for vectors to final approach course.

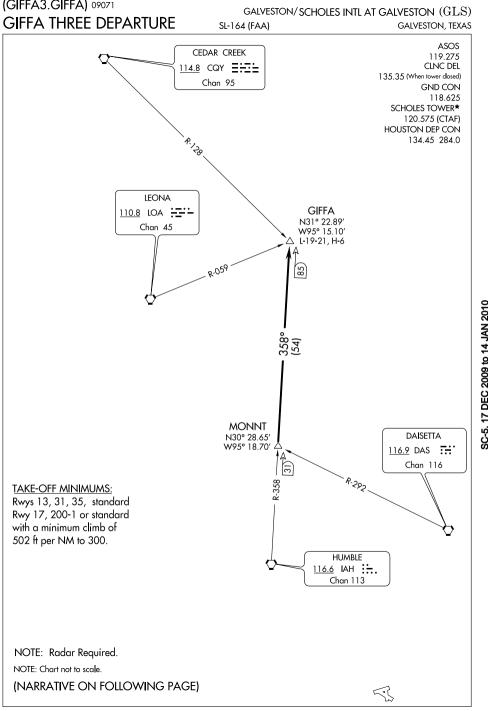
FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

.... From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to

HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.





(GIFFA3.GIFFA) 09071 GALVESTON/SCHOLES INTL AT GALVESTON (GLS) GIFFA THRFF DFPARTURE GALVESTON, TEXAS SL-164 (FAA) 77 DEPARTURE ROUTE DESCRIPTION

maintain 4000, expect filed altitude 10 minutes after departure. Thence via IAH R-358 to GIFFA INT.

Tree 343' from DER, 468' right of centerline, 12' AGL/17' MSL.

TAKE-OFF OBSTACLES: Rwy 13, Bush 381' from DER, 533' left of centerline, 15' AGL/20' MSL

Fence 201' from DER, 490' left of centerline, 6' AGL/11' MSL..

AGL/131' MSL.

Rwy 17, Building 3057' from DER, 339' left of centerline, 123' AGL/130' MSL.

Rwy 35, Tree 730' from DER, 501' right of centerline, 27' AGL/32' MSL.

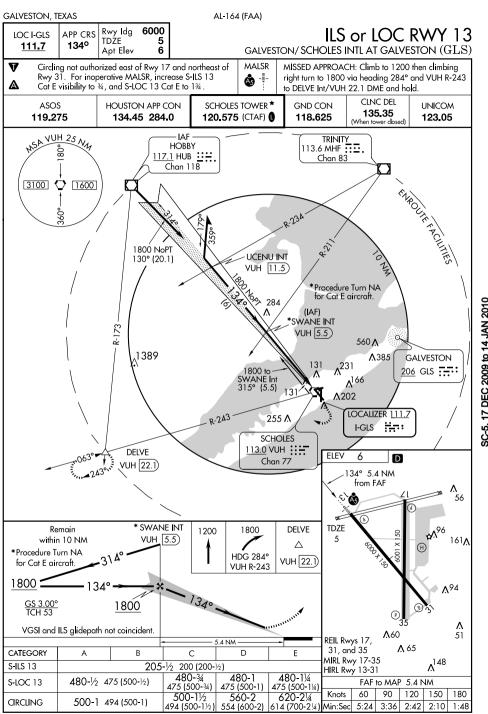
Rwy 31, Multiple cranes beginning 4341' from DER, 1017' left of centerline, up to 131'

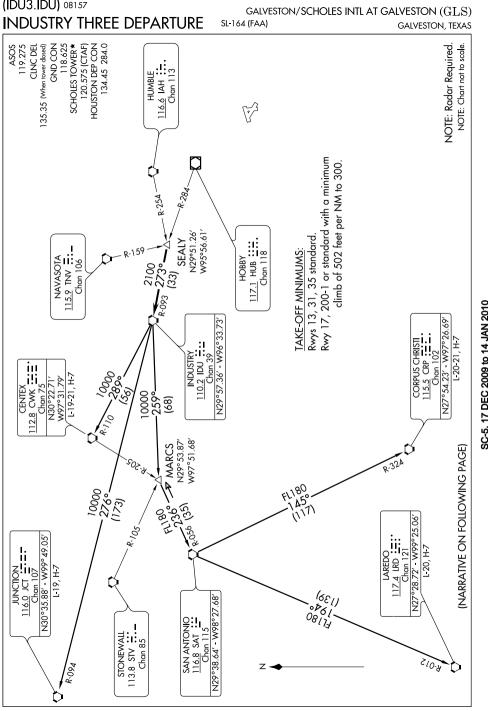
Multiple poles beginning 2034' from DER, 87' right of centerline, up to 60' AGL/70' MSL. Multiple transmission towers beginning 636' from DER, 551' right of centerline, up to

55' AGL/60' MSL. Tree 460' from DER, 316' right of centerline, 22' AGL/29' MSL.

SC-5, 17 DEC 2009 to 14 JAN 2010

When entering controlled airspace, fly assigned heading for vectors to MONNT INT,





SC-5, 17 DEC 2009 to 14 JAN 2010



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence VIA IDU R-093 to IDU VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 13, Bush 381' from departure end of runway, 533' left of centerline, 15' AGL/20' MSL

Fence 201' from departure end of runway, 490' left of centerline, 6' AGL/11' MSL.. Tree 343' from departure end of runway, 468' right of centerline, 12' AGL/17' MSL. Rwy 17,

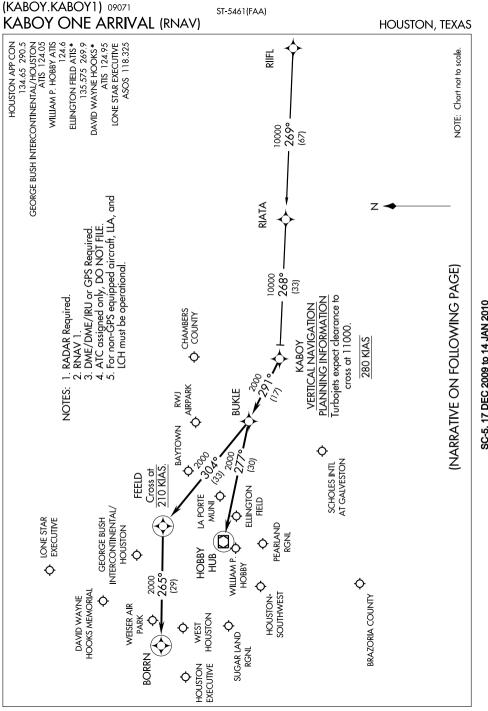
Building 3057' from departure end of runway, 339' left of centerline, 123' AGL/130' MSL. Multiple poles beginning 2034' from departure end of runway, 87' right of centerline,

up to 60' AGL/70' MSL. Multiple transmission towers beginning 636' from departure end of runway, 551' right of centerline, up to 55' AGL/60' MSL.

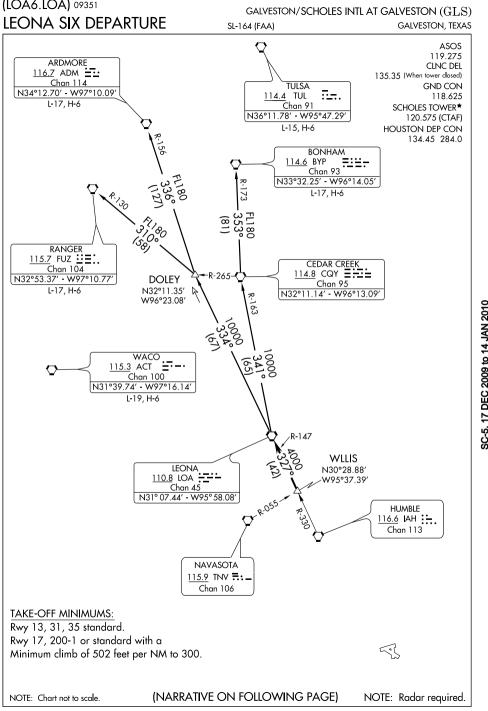
Tree 460' from departure end of runway, 316' right of centerline, 22' AGL/29' MSL. Rwy 31,

Multiple cranes beginning 4341' from departure end of runway, 1017' left of centerline, up to 131' AGL/131' MSL.

Rwy 35, Tree 730' from departure end of runway, 501' right of centerline, 27' AGL/32' MSL.



(KABOY.KABOY1) 09071	ST-5461(FAA)	
KABOY ONE ARRIVAL (RNAV)		HOUSTON, TEXAS
ARRIVAL DESCRIPTION		
RIIFL TRANSITION (RIIFL.KABOY1)		
From KABOY via 291° track to BUKLE		
GEORGE BUSH INTERCONTINENTAL	/HOUSTON (IA	λΗ) <u>:</u>
LANDING RUNWAYS 8L/8R, OR 9: From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.		
ALL OTHER RUNWAYS: From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.		
DAVID WAYNE HOOKS MEMORIAL (I From BUKLE via 304° track to FEE prior to FEELD.	DWH) AND LO ELD. Expect vec	NE STAR EXECUTIVE (CXO): ctors to final approach course
ALL OTHER AIRPORTS: From BUK Expect vectors to final approach course		
		6
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		, u



LEONA SIX DEPARTURE

GALVESTON, TEXAS SL-164 (FAA) DEPARTURE ROUTE DESCRIPTION

V

(LOA6.LOA) 081*57*

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence

via LOA R-147 to LOA VORTAC

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY

VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC. RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW

terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT. then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES Rwy 13, Bush 381' from DER, 533' left of centerline, 15' AGL/20' MSL. Tree 343' from

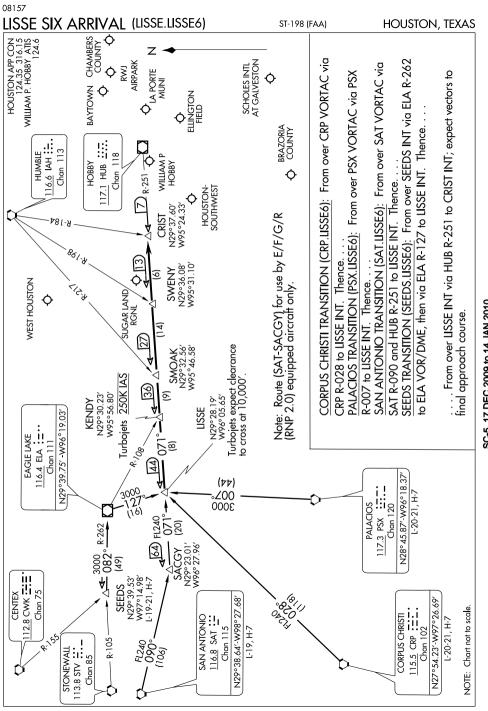
DER, 468' right of centerline, 12' AGL/17' MSL. Fence 201' from DER, 490' left of centerline, 6' AGL/11' MSL. Rwy 17, Building 3057' from DER, 339' left of centerline, 123' AGL/130' MSL. Multiple

transmission towers beginning 636' from DER, 551' right of centerline, up to 55' AGL/60' MSL. Multiple poles beginning 2034' from DER, 87' right of centerline, up to 60' AGL/70' MSL. Tree 460' from DER, 316' right of centerline, 22' AGL/29' MSL.

Rwy 31, Multiple cranes beginning 4341' from DER, 1017' left of centerline, up to 131' AGL/131' MSL.

Rwy 35, Tree 730' from DER, 501' right of centerline, 27' AGL/32' MSL.

SC-5, 17 DEC 2009 to 14 JAN 2010



(LFK5.LFK) 08157 GALVESTON/ SCHOLES INTL AT GALVESTON (GLS) LUFKIN FIVE DEPARTURE SL-164 (FAA) GALVESTON, TEXAS ASOS LITTLE ROCK 119.275 113.9 LIT :-CLNC DEL Chan 86 135,35 (When tower closed) N34° 40.66' GND CON W92° 10.83′ 118.625 SCHOLES TOWER ★ L-18, H-6 SKKIP 120.575 (CTAF) N31°14.91' HOUSTON DEP CON W94°39.45′ 134.45 284.0 LUFKIN 112.1 LFK Chan 58 N31° 09.74′ W94° 43.02′ COLET N30° 26.96' W95°09.61′ R-295 HUMBLE R-273 <u>116.6</u> IAH :≒. KYANN Chan 113 N30° 15.53′ DAISETTA W95° 13.96′ 116.9 DAS TAKEOFF MINIMUMS: Chan 116 Rwy 13, 31, 35, standard. Rwy 17, 200-1 or standard with a minimum climb of 502' per NM to 300. NOTE: Radar Required. NOTE: For aircraft destined LIT, or overflying LIT or PXV. TAKE-OFF OBSTACLES: Rwy 13, Bush 381' from DER, 533' left of centerline, 15' AGL/20' MSL. Fence 201' from DER, 490' left of centerline, 6' AGL/11 MSL. Tree 343' from DER, 468' right of centerline, 12' AGL/17' MSL.

Rwy 17, Bldg 3057' from DER, 339' left of centerline, 123' AGL/130' MSL. Multiple poles beginning 2034' from DER, 87' right of centerline, up to 60' AGL/70' MSL. Multiple transmission towers

316' right of centerline, 22' AGL/29' MSL. Rwy 31, Multiple cranes beginning 4341' from DER, 1017' left of centerline, up to 131' AGL/131' MSL.

beginning 636' from DER, 551' right of centerline, up to 55' AGL/60 MSL. Tree 460' from DER,

Rwy 35, Tree 730' from DER, 501' right of centerline, 27' AGL/32' MSL.

NOTE: Chart not to scale.

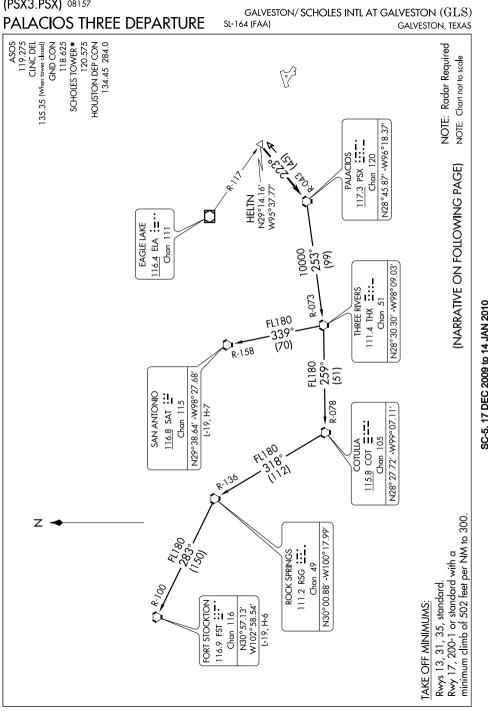


DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.



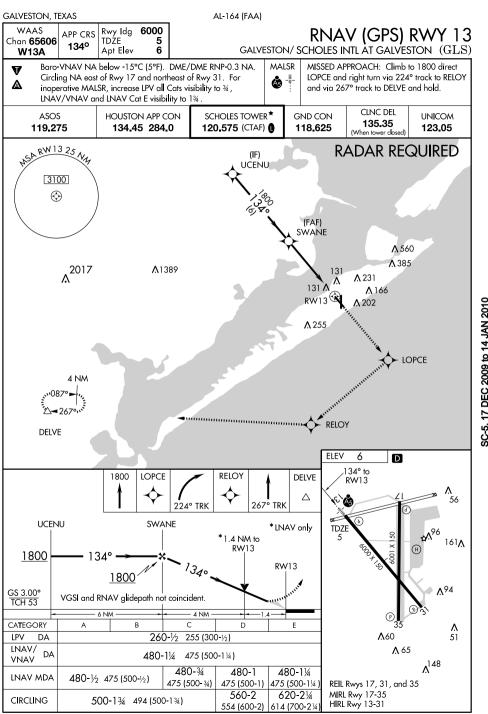
Rwy 31, Multiple cranes beginning 4341' from DER, 1017' left of centerline, up to

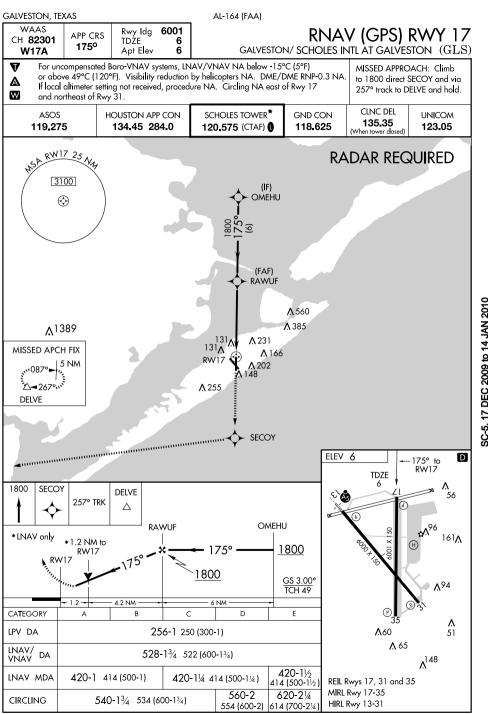
Rwy 35, Tree 730' from DER, 501' right of centerline, 27' AGL/32' MSL.

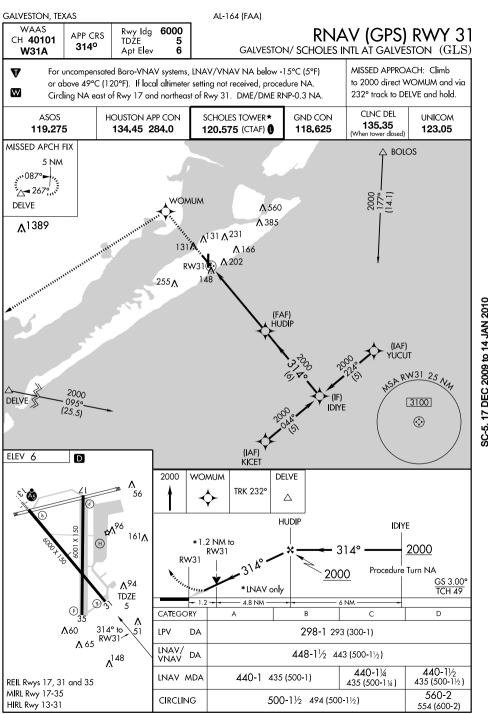
131' AGL/131' MSL.

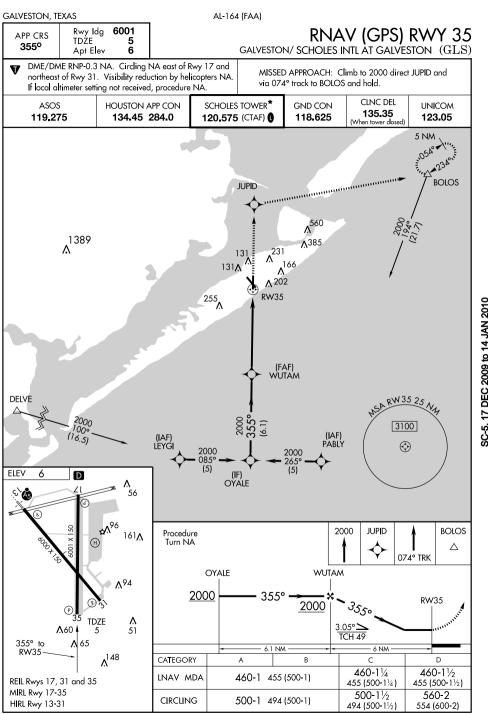
GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

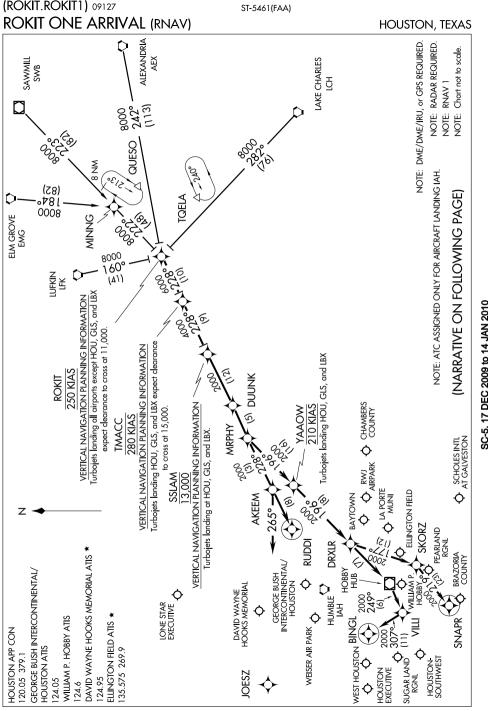
(PSX3.PSX) 081*57*











ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.

ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.

LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.

LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational. SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS

must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

.... From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect

vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU): RUNWAY 4 From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR.

present heading.

present heading.

(ROKIT.ROKIT1) 09239

Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly

RUNWAY 12R From MRPHY via 196° track to YAAOW, thence as depicted to BINGL.

Expect vectors to final approach course prior to BINGL, if not received by BINGL fly

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

DRXLR. Expect vectors to final approach course prior to DRXLR.

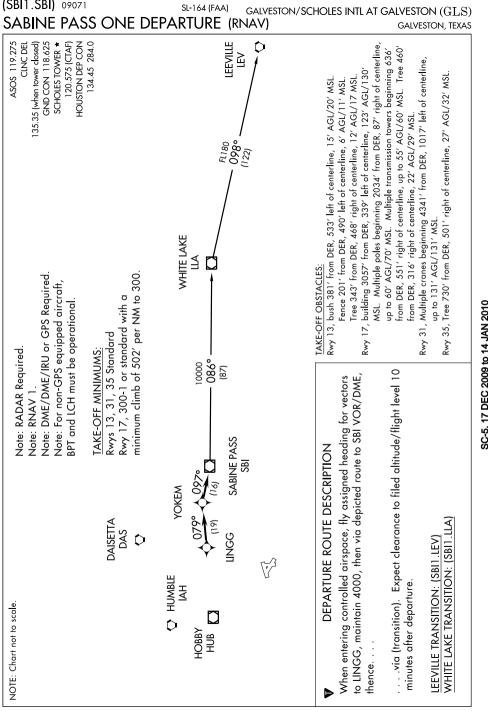
RUNWAYS 8 L/R and 9 From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

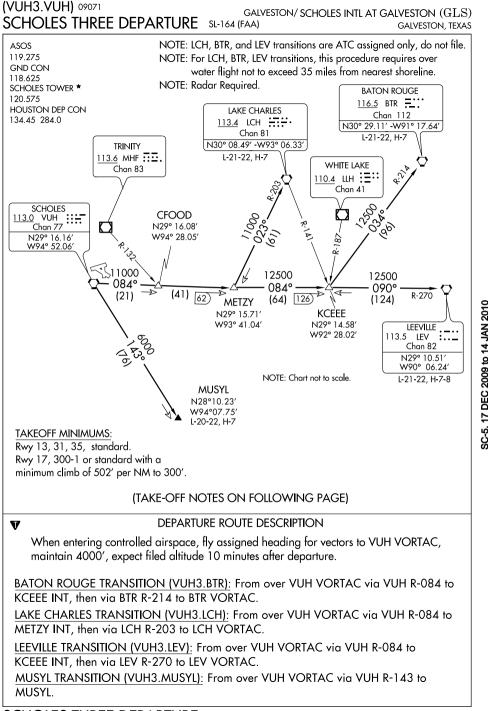
ALL OTHER RUNWAYS From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

ALL OTHER RUNWAYS From MRPHY via 196° track to YAAOW, thence as depicted to

FOR OTHER SATELLITE AIRPORTS:

.... From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.





(VUH3.VUH) 09071 GALVESTON/ SCHOLES INTL AT GALVESTON (GLS) SCHOLES THREE DEPARTURE SL-164 (FAA) GALVESTON, TEXAS TAKE-OFF OBSTACLES: Rwy 13, Bush 381' from DER, 533' left of centerline, 15' AGL/20' MSL. Fence 201' from DER, 490' left of centerline, 6' AGL/11' MSL. Tree 343' from DER, 468' right of centerline, 12' AGL/17' MSL. Rwy 17, Bldg 3057' from DER, 339' left of centerline, 123' AGL/130' MSL. Multiple poles beginning 2034' from DER, 87' right of centerline, up to 60' AGL/70' MSL. Multiple transmission towers beginning 636' from DER, 551' right of centerline, up to 55' AGL/60 MSL. Tree 460' from DER, 316' right of centerline, 22' AGL/29' MSL. Rwy 31, Multiple cranes beginning 4341' from DER, 1017' left of centerline, up to 131' AGL/131' MSL. Rwy 35, Tree 730' from DER, 501' right of centerline, 27' AGL/32' MSL. SC-5, 17 DEC 2009 to 14 JAN 2010 09071 ST-198 (FAA) WILLIAM P. HOBBY TEXNN FOUR ARRIVAL (TEXNN.TEXNN4) HOUSTON, TEXAS HOUSTON APP CON COWBOY 126.675.339.8 116.2 CVE ..:= WILLIAM P. HOBBY ATIS Chan 109 124.6 N32°53.42′-W96°54.24′ **ELLVR** FUINGTON FIFID ATIS MAVERICK N31°42 49' 135.575 269.9 L-17. H-6 113.1 TT = W96°50.27′ Chan 78 L-19, H-6 √ R-074-**GOALL** WACO NOTE: For TURBOJETS only landing 106 N31°35.56' 115.3 ACT **≒-** − EFD, GLS, HOU and LBX. W96°49.16' Chan 100 TEMPLE **PPUNT** 110.4 TPL := -N31°11.73' Chan 41 W96°45.37' DRPPD LOA -R-268 R-082 N30°46.90' W96°41.45′ LEONA ARNNE 110.8 LOA 💳 -N30°43.74' AOJ W96°33.00′ Chan 45 **FTBAL** R-233 N30°34.98 W96°39.58' COLLEGE STATION 16000 113.3 CLL ::::: *4100 Chan 80 088° (1111)E CO LLANO **CARRR** 38 50 B NAVASOTA 108.2 LLO :=:: N30°24.16' 1/5/ 115.9 TNV =:_ W96°26.54' Chan 19 Chan 106 N30°47.78′-W98°47.24′ L-19, H-6 8000 R-088 *1800 R-265 23) 0880 HUMBLE (40)CLL R-147/₺ 116.6 IAH 🟪. 63) ILEXY -229_ -R-18 Chan 113 **QTRBK** N30°21.17' N30°03.59' W97°04.76' **TEXNN** W96°07.70′ L-19-21-17 N30°17.92 W96°19.03' HOBBY CENTEX 117.1 HUB <u>□</u>∷. 112.8 CWK ==== COACH Chan 118 **JABBS** Chan 75 N30°12.36' N29°39.34′-W95°16.60′ N29°48.35′-W96°12.38' W95°28.20' TURBOJETS: **INDUSTRY** Expect to cross HU_B 110.2 IDU **∷** ∴ Chan 39 R-283. at 11000'. TAKKL (G) 0960 N29°51.79′ (21) W96°01.43′ (9) (7) R-276 NOTE: For RNAV equipped aircraft landing HOU: 37 116 Landing RWY 12R, may expect direct JABBS INT; O RECVR **FMBIF** Landing RWY 4, may expect direct CARCO INT. TCHDN WILLIAM P. N29°46.33' N29°42.39′ N29°40.66' HOBBY W95°58.53' W95°34.75' W95°24.44' NOTE: ILEXY transition for AUSTIN terminal area ELLINGTON Turbojets CARCO-**FIELD** departures only. **250KTS** N29°28.03' BRAZORIA SCHOLES INTL W95°28.48' O COUNTY AT GALVESTON (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

SC-5, 17 DEC 2009 to 14 JAN 2010

09071 ST-198 (FAA) WILLIAM P. HOBBY TFXNN FOUR ARRIVAL (TEXNN.TEXNN4)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

COWBOY TRANSITION (CVE.TEXNN4): From over CVE VOR/DME via CVE R-171 to ELLVR INT, then via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence

ELLVR TRANSITION (ELLVR.TEXNN4): From over ELLVR INT via IDU R-344 to FTBAL

INT. Thence

INT, then via TPL R-124 to TEXNN INT. Thence ILEXY TRANSITION (ILEXY.TEXNN4): From over ILEXY INT via CWK R-088 to TEXNN

LLANO TRANSITION (LLO.TEXNN4): From over LLO VORTAC via LLO R-088 to FTBAL

INT, then via TPL R-124 to CARRR INT, then to TEXNN INT. Thence

. . . . From over TEXNN INT via TPL R-124 to COACH INT/87 DME, then via CLL R-147 to RECVR INT/55 DME, then via HUB R-276 to TCHDN INT, then via HUB R-276 to HUB VOR. Expect vectors to final approach course at or prior to TCHDN INT.

... LANDING RWY 22: Expect vectors to final approach course at or prior to HUB VOR

SC-5, 17 DEC 2009 to 14 JAN 2010

SC-5, 17 DEC 2009 to 14 JAN 2010

NOTE: Chart not to scale.

NOTE: Radar Required.

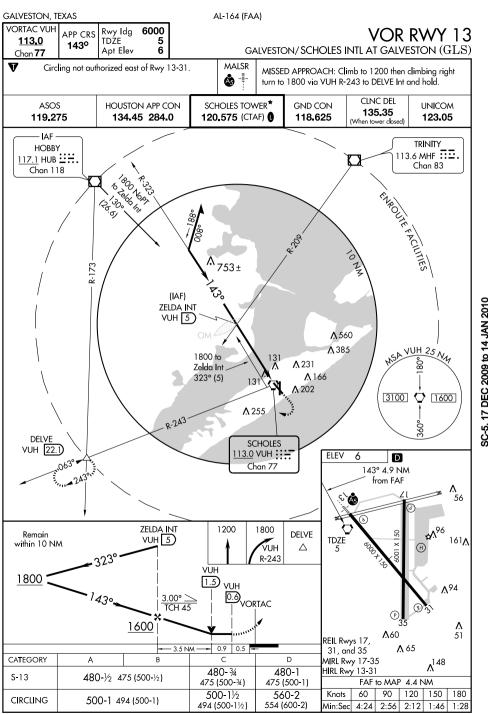
up to 131' AGL/131' MSL.

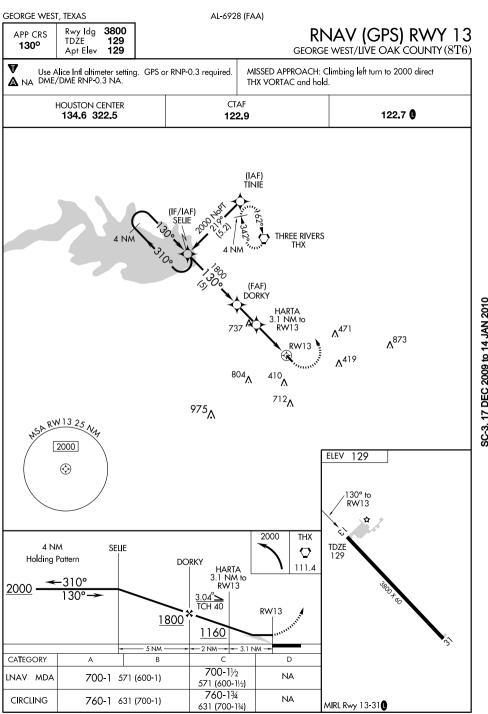
Rwy 35, Tree, 730' from DER, 501' right of centerline, 27' AGL/32' MSL.

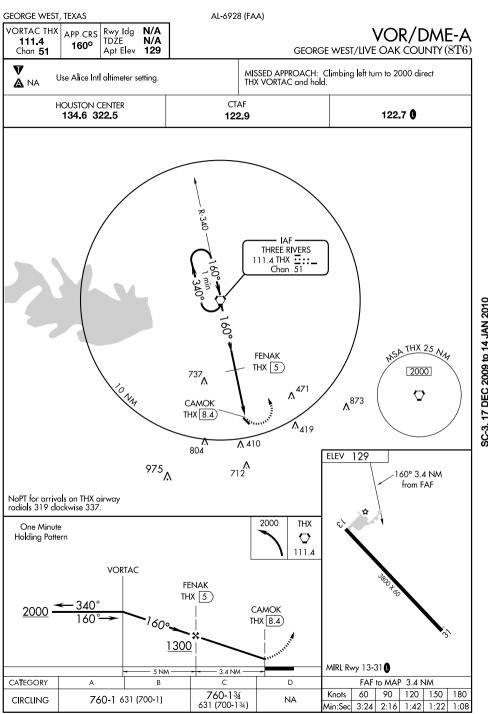
V DEPARTURE ROUTE DESCRIPTION

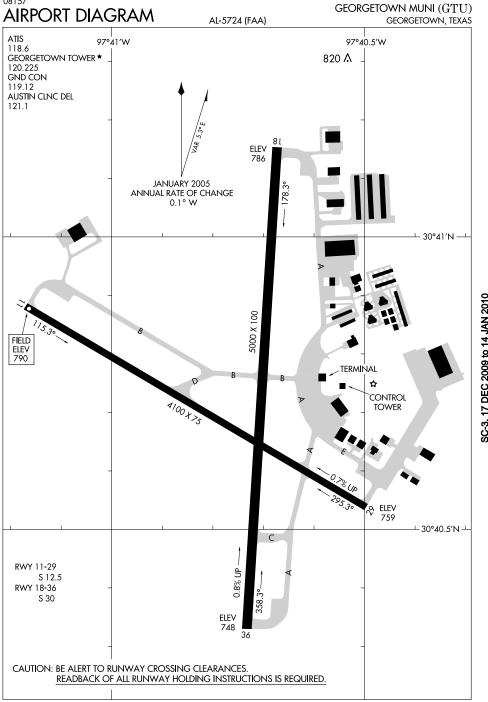
When entering controlled airspace, fly assigned heading for vectors to YAWNS INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence

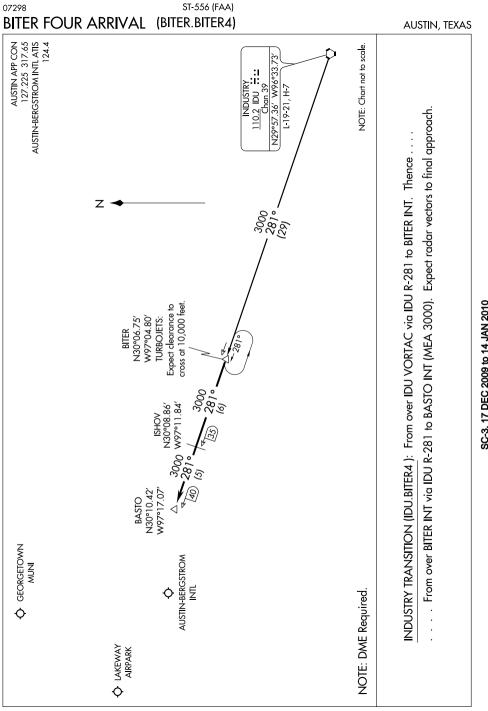
. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.











09351 ST-556 (FAA) KALLA TWO ARRIVAL (KALLA.KALLA2)

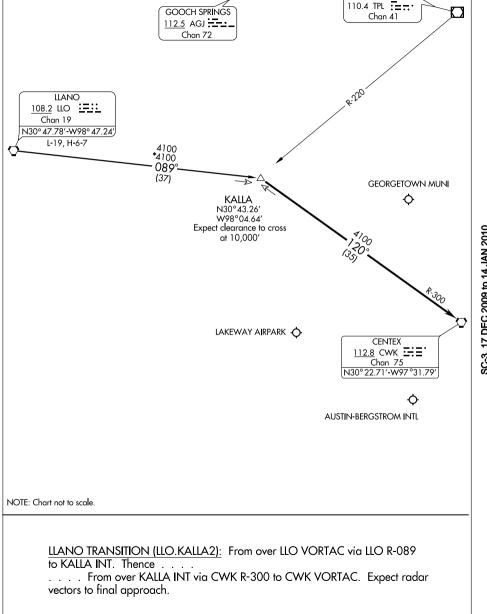
AUSTIN APP CON 119.0 370.85

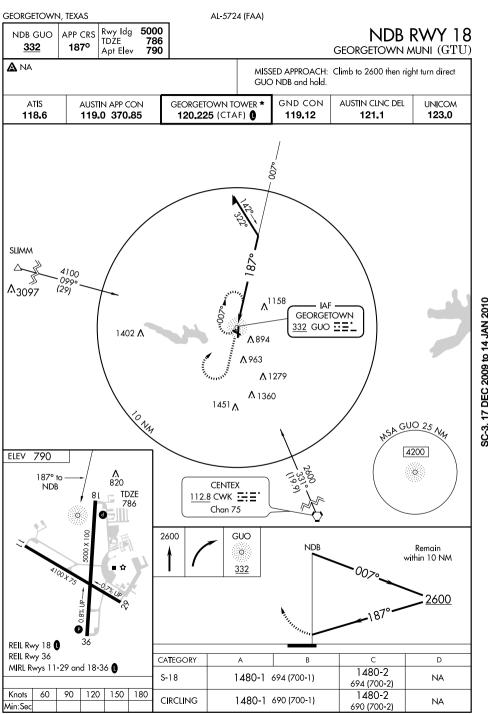
124.4

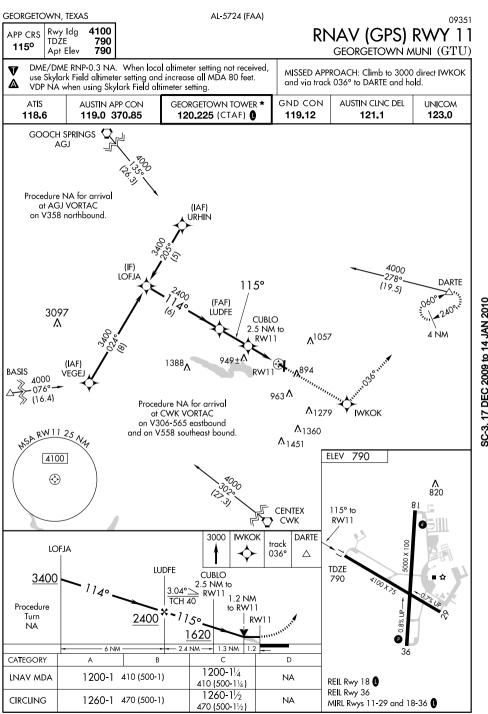
AUSTIN-BERGSTROM INTLATIS

AUSTIN, TEXAS

TEMPLE



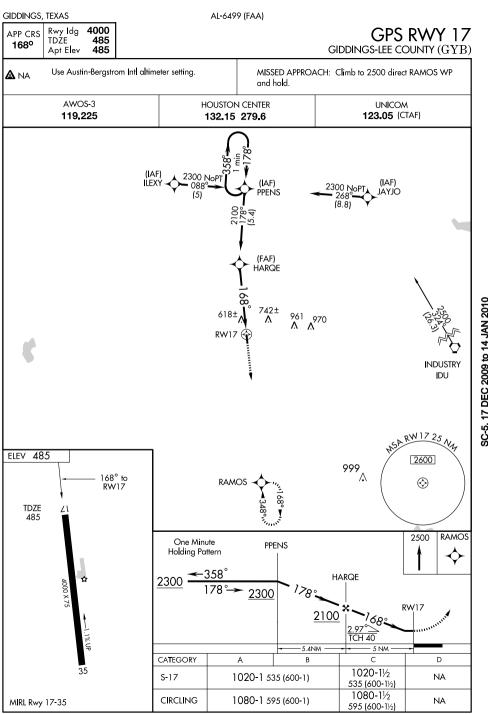


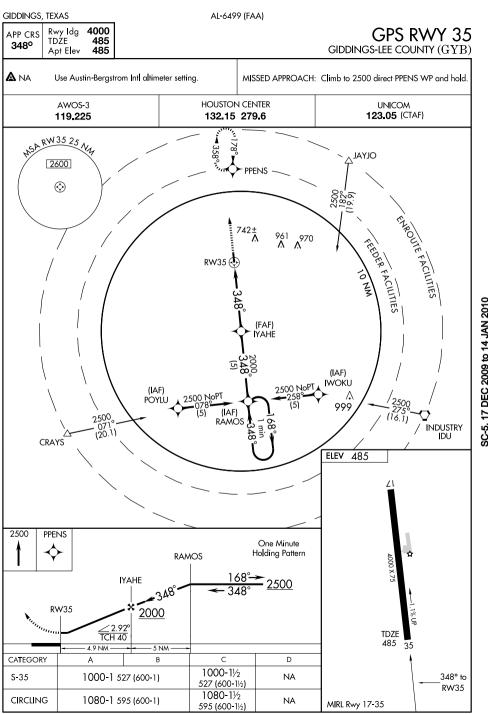


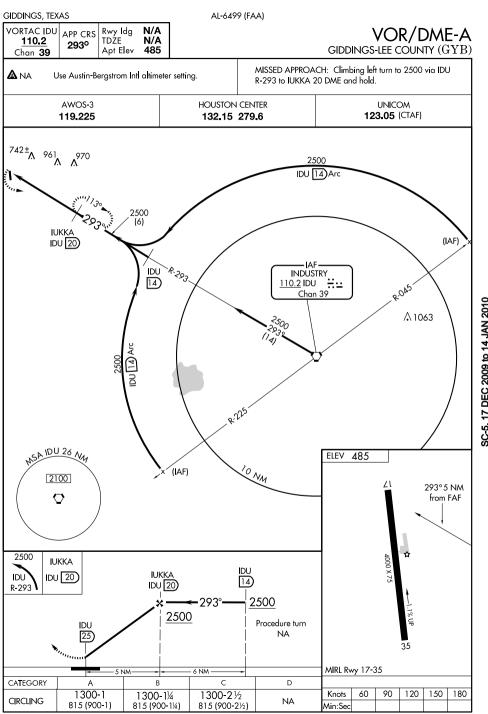
GEORGETOWN, TEXAS AL-5724 (FAA) 09351 Rwy Ida 5000 RNAV (GPS) RWY 18 APP CRS 786 TDŹE 178° GEORĜETOWŃ MUNI (GTU) 790 Apt Elev DME/DME RNP-0.3 NA. When local altimeter setting not received, V MISSED APPROACH: Climbing left use Skylark Field altimeter setting and increase all MDA 80 feet. Δ turn to 3500 direct DARTE and hold. VDP NA when using Skylark Field altimeter setting. GND CON AUSTIN CLNC DEL ATIS AUSTIN APP CON GEORGETOWN TOWER * UNICOM 118,6 119.12 123.0 119.0 370.85 120.225 (CTAF) 0 121.1 GOOCH SPRINGS AGJ CONRA 45%. 300 100 المرغا (IF) (IAF) SÌLIW (IAF) 3000 DAGHU 3000 **AXWÚB** 0889 268° 3100 (5) 075° (5) SC-3, 17 DEC 2009 to 14, IAN 2010 (24)25 8 8 (8) SLIMM (FAF) DARTE FÌHNÚ Procedure NA for arrival at SLIMM ۸³⁰⁹⁷ **FORNA** on V558 northwest bound. 2 NM to **RW18** ۸¹⁰⁵⁷ 4 NM 849± RW18 RW 18 25 Ny 1388<mark>^</mark> **1**894 790 **ELEV** 963**∧** 4100 ∧¹²⁷⁹ 178° to \bigcirc **RW18** 1360_^ **^** 820 1451 TDZE 81 786 3500 DARTE SILIW FIHNU Δ 2000 X **FORNA** 3000 2 NM to **RW18** 3.05° 1.2 NM TCH 35 Procedure to RW18 2400 Turn RW18 NA 1460 1.2 0.8 2.9 NM -6 NM CATEGORY Α В C D 36 1200-11/4 LNAV MDA 1200-1 414 (500-1) NA REIL Rwy 18 1 414 (500-11/4) REIL Rwy 36 1260-11/2 CIRCLING 1260-1 470 (500-1) NA MIRL Rwys 11-29 and 18-36 470 (500-11/2)

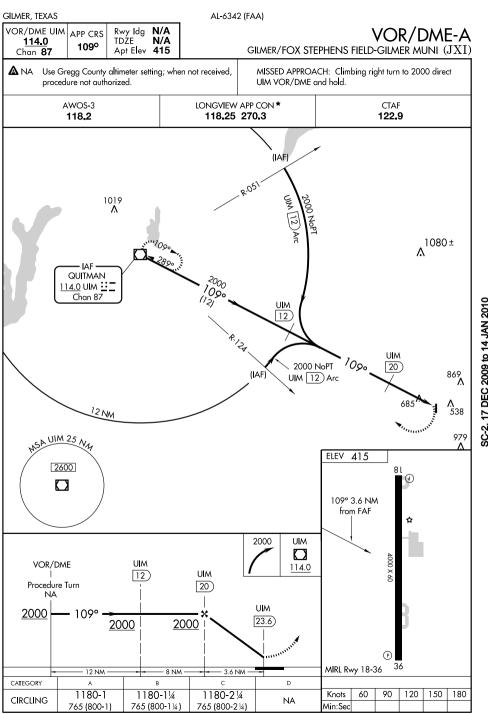
GEORGETOWN, TEXAS AL-5724 (FAA) 09351 Rwy Ida 4100 RNAV (GPS) RWY 29 APP CRS TDŹE 777 295° GEORGETOWN MUNI (GTU) 790 Apt Elev DME/DME RNP-0.3 NA. When local altimeter setting not received, V MISSED APPROACH: Climbing right use Skylark Field altimeter setting and increase all MDA 80 feet. Δ turn to 3000 direct DARTE and hold. VDP NA when using Skylark Field altimeter setting. GND CON AUSTIN CLNC DEL ATIS AUSTIN APP CON GEORGETOWN TOWER * UNICOM 118.6 119.12 123.0 119.0 370.85 120.225 (CTAF) 0 121.1 DARTE A RV **∧** 1057 300C 169° (6.8) 1388_A **HEGUR** 3 NM to RW29 (IAF) (FAF) APCEX **WKOK** 1279 1 Λ₁₃₆₀ 1451 SC-3, 17 DEC 2009 to 14, IAN 2010 KÖJĊY Procedure NA for arrival (IAF) at CWK VORTAC **FEBYI** via V558 southeast bound. NSA RW 29 25 NA 3000 351° (7.8) 790 **ELEV** 4100 ⇎ **^** 820 CENTEX **CWK** 3000 DARTE **IWKOK KOJCY HEGUR** 2000 X Δ 3 NM to 3000 RW29 ≤3.04° 1.2 NM TCH 40 Procedure to RW29 2400 Turn 0.8% UP RW29 NA 1760 TDZE 777 -1.2 -- --- 1.8 --2 NM -6.2 NM -36 295° to D CATEGORY Α C **RW29** 1180-11/4 LNAV MDA 1180-1 403 (400-1) NA REIL Rwy 18 1 403 (400-11/4) REIL Rwy 36 1260-11/2 CIRCLING 1260-1 470 (500-1) NA MIRL Rwys 11-29 and 18-36 470 (500-11/2)

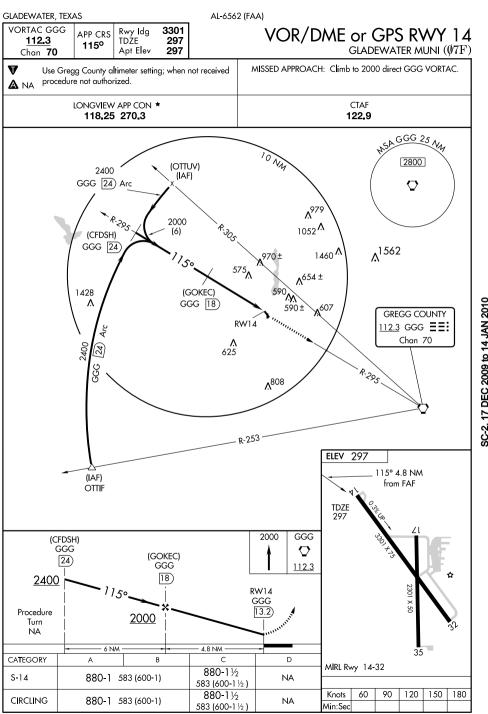
GEORGETOWN, TEXAS AL-5724 (FAA) 09351 5000 RNAV (GPS) RWY 36 Rwy Idg APP CRS 765 TDŹE 358° Apt Elev GEORGETOWN MUNI (GTU) 790 DME/DME RNP-0.3 NA. When local altimeter setting not received, V MISSED APPROACH: Climb to 3000 direct HEPNA use Skylark Field altimeter setting and increase all MDA 80 feet. and via track 076° to DARTE and hold. VDP NA when using Skylark Field altimeter setting. ATIS GEORGETOWN TOWER ★ GND CON AUSTIN CLNC DEL AUSTIN APP CON UNICOM 119.0 370.85 118.6 120.225 (CTAF) 0 119.12 121,1 123.0 DARTE HEPNA .076°.... 3097 Λ^{1057} 1388 A RW36 🕭 🗚 894 ^⁹⁶³ 979 ^¹²⁷⁹ HOPAG 3.2 NM to ∧¹³⁶⁰ **RW36** (FAF) 1451 ACVEK SC-3, 17 DEC 2009 to 14, IAN 2010 BASIS 3000 1020 125.71 (IAF) 3000 3100 3000 ZIGZE 0889 (IAF) 080° 268 (5) EWETU (26.3)(5) (IF) **AMUSE** LŮKÝE NSA RW 36 25 Ny 4100 **CENTEX** Procedure NA for arrivals at CWK VORTAC **CWK** via V558 southeast bound. ✨ ELEV 790 **∧** 820 81 3000 DARTE **HEPNA** track LUKVE 076° Δ 5000 X 1 **ACVEK HOPAG** 3000 3.2 NM to 35გ。 ≥ RW36_{1.5 NM} 3.04° \ TCH 50 Procedure to RW36 Turn 2500 RW36 NA 1820 **TDZE** 2.1 NM -1.7 NM 1.5 6 NM -765 C CATEGORY Α D 1280-11/2 REIL Rwy 18 0 1280-1 515 (500-1) LNAV MDA NA 515 (500-11/2) REIL Rwy 36 358° to MIRL Rwys 11-29 1280-11/2 CIRCLING 1280-1 490 (500-1) NA **RW36** and 18-36 🗓 490 (500-11/2)

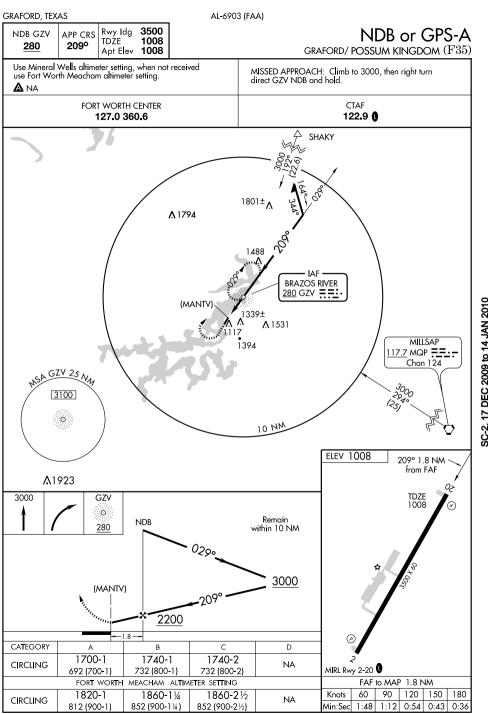


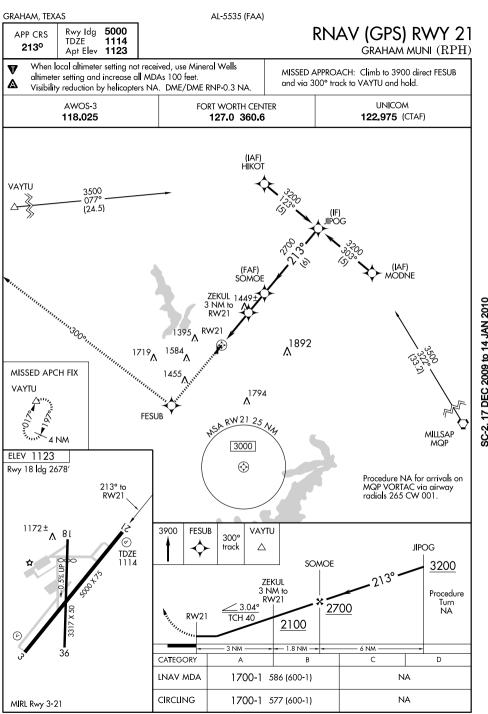


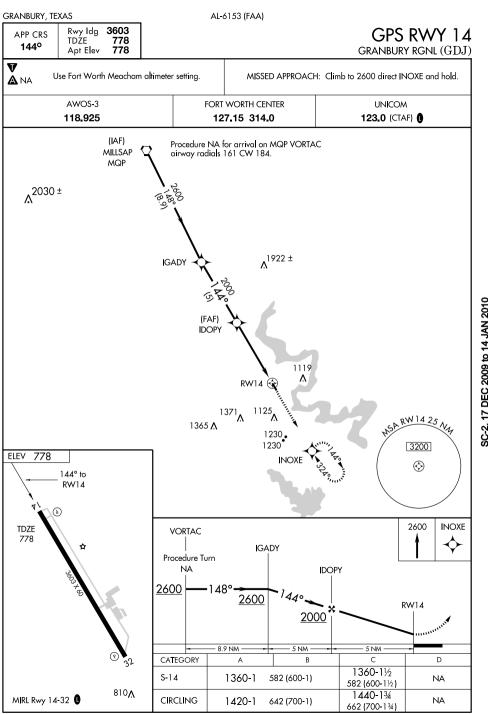


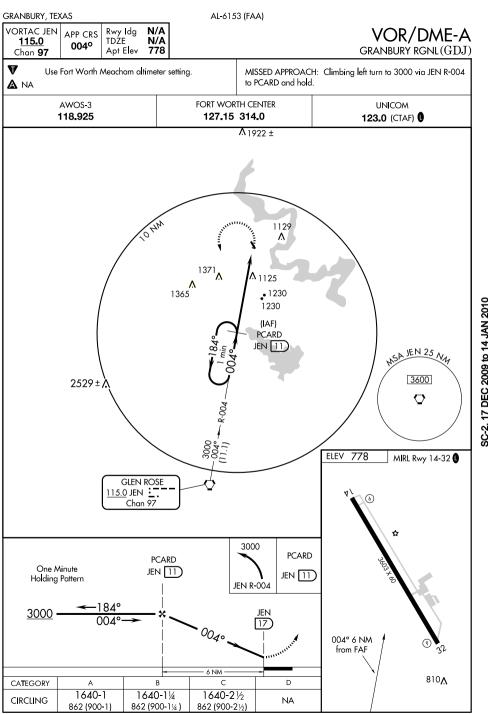


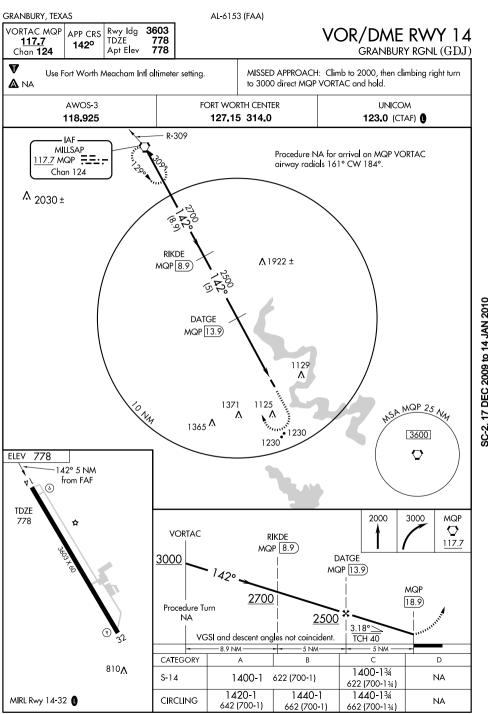


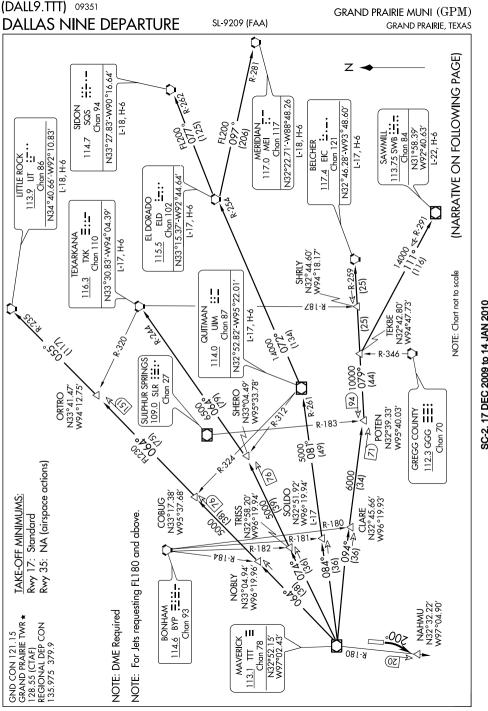












DALLAS NINE DEPARTURE

SL-9209 (FAA)

GRAND PRAIRIE MUNI (GPM)

GRAND PRAIRIE. TEXAS

▼ DEPARTURE ROUTE DESCRIPTION

GRAND PRAIRIE, TEXA

V

to UIM VOR/DME.

CKIFIION

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT VOR/DME R-180 to NAHMU/TTT VOR/DME 20 DME, expect radar vectors to appropriate route, maintain

2000 feet and expect filed altitude 10 minutes after departure.

TAKE-OFF RUNWAY 35: NA.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME

via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

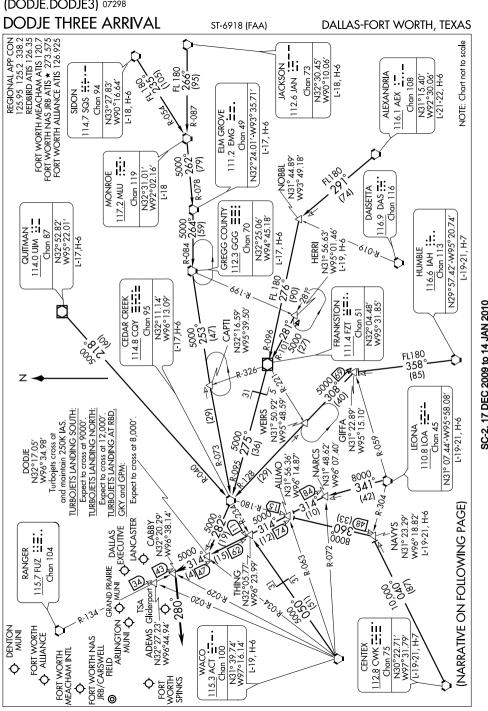
QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME. SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to

SHERO INT, then via TXK R-244 to TXK VORTAC.



ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS

INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . . ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY

VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253

and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . HERRI TRANSITION (HERRI DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY

R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to

CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via

GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . .

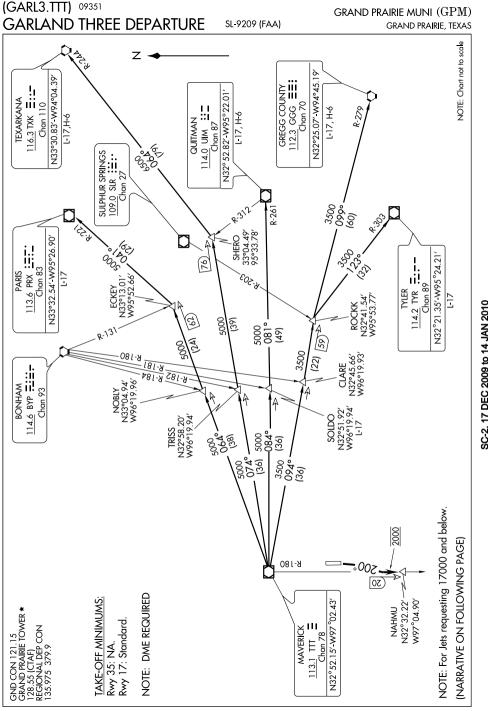
NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT, Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and

MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . . From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.



(GARL3.TT) 09351 GRAND PRAIRIE MUNI (GPM) GARIAND THRFF DFPARTURE SL-9209 (FAA) GRAND PRAIRIE, TEXAS

77

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT R-180 to NAHMU/TTT VOR/DME 20 DME, expect vectors to appropriate route, maintain

DEPARTURE ROUTE DESCRIPTION

2000 feet and expect filed altitude 10 minutes after departure. TAKE-OFF RUNWAY 35: Not authorized.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094

PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME. QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to

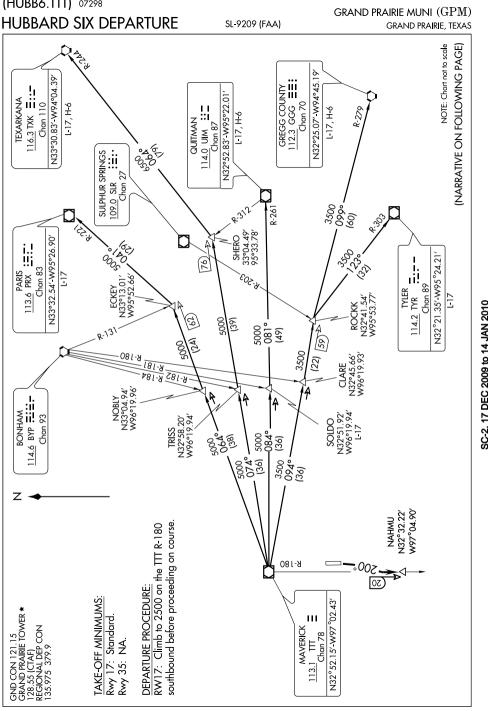
SOLDO INT, then via UIM R-261 to UIM VOR/DME. SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME

via TTT R-084 to SOLDO INT. TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074

to SHERO INT, then via TXK R-244 to TXK VORTAC.

to ROCKK INT, then via GGG R-279 to GGG VORTAC.

TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.



(HUBBO.111) 07354 GRAND PRAIRIE MUNI (GPM) HUBBARD SIX DEPARTURE SL-9209 (FAA) GRAND PRAIRIE, TEXAS 77 DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT R-180 to NAHMU/TTT 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure. LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC. PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME. QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME. SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT. TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 SC-2, 17 DEC 2009 to 14 JAN 2010 to SHERO INT, then via TXK R-244 to TXK VORTAC. TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

Rwy 17:

TAKE-OFF OBSTACLES:

Antenna 190' from departure end of runway, 456' right of centerline, 26' AGL/615' MSL. Road, multiple poles and signs beginning 570 from departure end of runway, 410' right of centerline, up to 31' AGL/ 620' MSL. Tree 1,506' from departure end of runway, 517' right of centerline, 37' AGL/617' MSL.

(JPOOL4.TTT) 09351 GRAND PRAIRIE MUNI (GPM) JOE POOL FOUR DEPARTURE SL-9209 (FAA) GRAND PRAIRIE, TEXAS GND CON 121.15 GRAND PRAIRIE TWR★ 128.55 (CTAF) MAVERICK REGIONAL DEP CON 113.1 TTT Ξ 135.975 379.9 Chan 78 N32 °52.15′-W97 °02.43′ TAKE-OFF MINIMUMS: Rwy 35: NA Rwy 17: Standard. NOTE: DME Required. NAHMU N32°32.22' W97°04.90′ . R-180. (35) 166° TTT [20) TSA Gliderport CEDAR CREEK 114.8 CQY **NELYN** DARTZ N32°17.10′ N32°17.07′ Chan 95 W97°11.15′ W96°48.93′ R-074 R-273 R-275 R-072 SC-2, 17 DEC 2009 to 14 JAN 2010 ARDIA JASPA N32°17.10′ (25'5) W96°56.27′ N32°17.10′ W97°03.54′ **BRDEN** L-17 L-17 N31°53.06′ **GLEN ROSE** W96°39.80′ 115.0 JEN : ... 7000 (35) 400 170 (38) Chan 97 45) **TORNN ELLVR** 6 N31°31.22' N31°42.49' TNV W96°30.88′ W96°50.27' WACO.__ 115.3 ACT ____ R-334 H-6 L-19, H-6 R-074 11 NM Chan 100 LEONA R-093 R-120 110.8 LOA := N31° 39.74′-W97°16.14′ 8 Chan 45 L-19, H-6 WINDU N31°31.83′ W97°04.95' R-268 1200 193° (70) L-19, H-6 BILEE ' N31°09.75' **COLLEGE STATION** W96°23.31′ 113.3 CLL :::: **HOARY** L-19-21, H-6 N30°34.63' Chan 80 W97°46.52' N30°36.30′-W96°25.24′ L-19-21, H-7 L-19-21,H-7 NAVASOTA 115.9 TNV ... **CENTEX** Chan 106 112.8 CWK ==== Chan 75 SAN ANTONIO 116.8 SAT ::: Chan 115 N29°38.64′ W98°27.68′ L-19,H-7 (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale

SC-2, 17 DEC 2009 to 14 JAN 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT VOR/DME R-180 to NAHMU/TTT VOR/DME 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.

TAKE-OFF RUNWAY 35: NA.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156

to BRDEN INT. COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston

Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to

Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

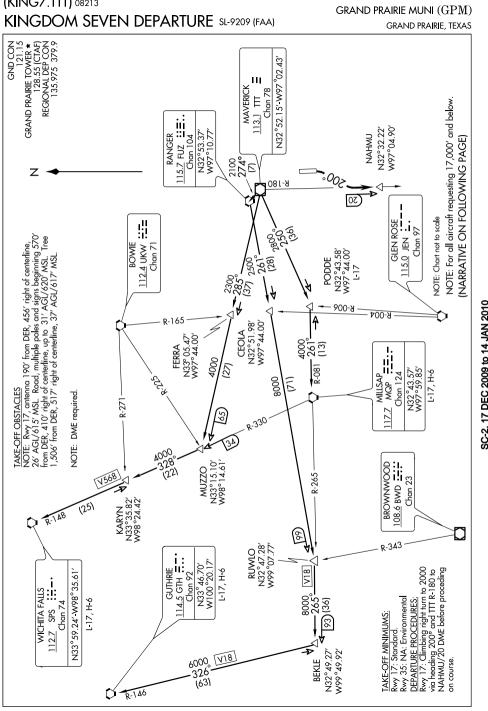
JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.



(KING/.III) 08213 GRAND PRAIRIE MUNI (GPM) KINGDOM SEVEN DEPARTURE SL-9209 (FAA) GRAND PRAIRIE, TEXAS

V

DEPARTURE ROUTE DESCRIPTION

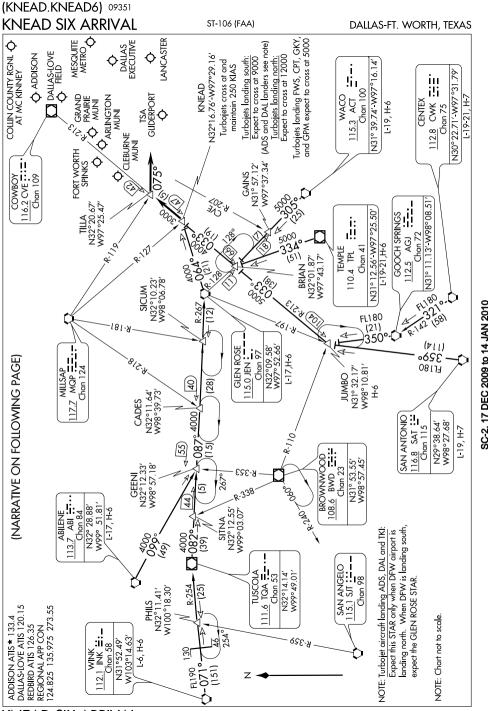
to NAHMU/TTT 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure. TAKE-OFF RUNWAY 35: Not authorized.

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT R-180

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over

TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT. then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC. MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-16 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC. PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME

via TTT R-250 to PODDE INT. WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.



WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305

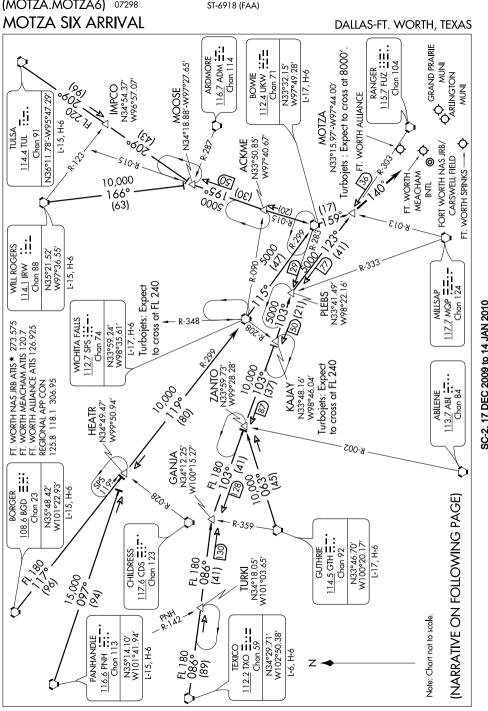
. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267

to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence

to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence

075° for vectors to final approach course.



(MOIZA, MOIZA6) 04330 ST-6918 (FAA) MOTZA SIX ARRIVAL DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to

ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT.

UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence

Thence PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to

INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence

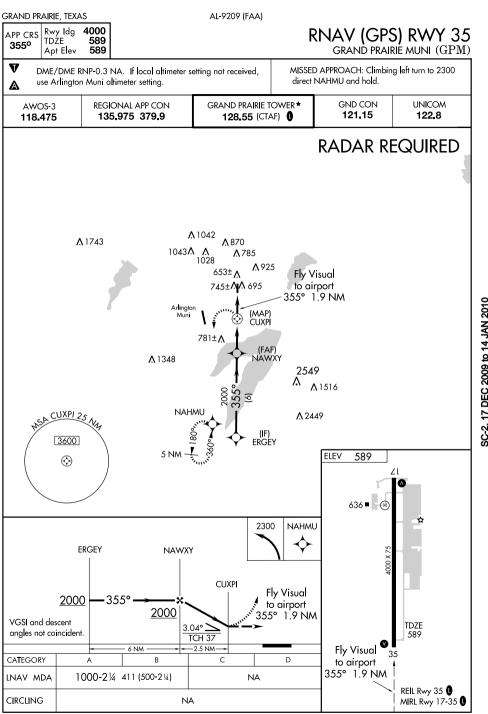
TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA

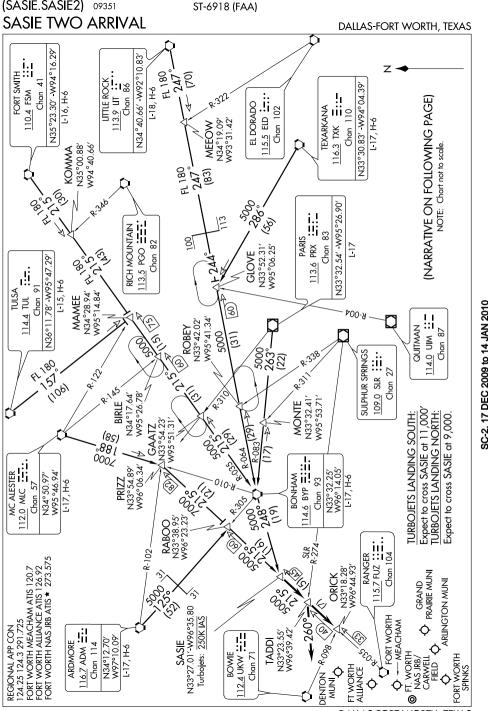
WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. 17 DEC 2009 to 14 .IAN 2010

Thence

.... From over MOTZA INT, thence via heading 140° for vectors to final approach course.





SC-2, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . . BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .

FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .

LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248

to SASIE INT. Thence. . . MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188

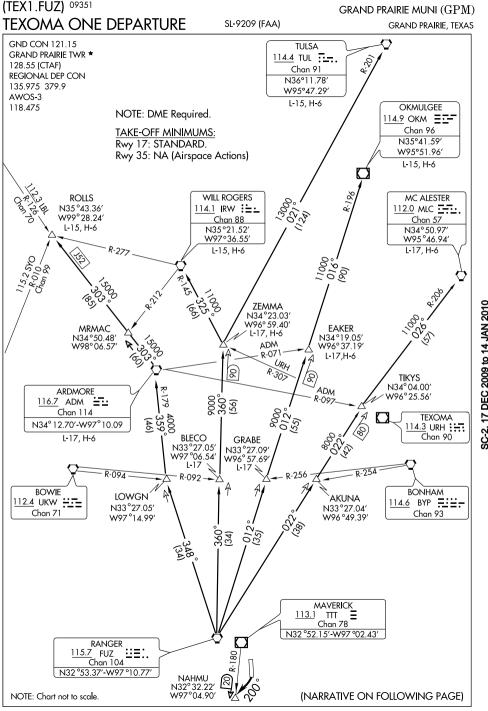
to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . . PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP

R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . . TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to

GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . . TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE

INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when

directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.



V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT R-180 to NAHMU/TTT VOR/DME 20 DME, expect radar vectors to appropriate route. maintain 2000 feet and expect filed altitude 10 minutes after departure. TAKE-OFF RUNWAY 35: NA

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC. BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT.

then via MLC R-206 to MLC VORTAC. OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME

proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

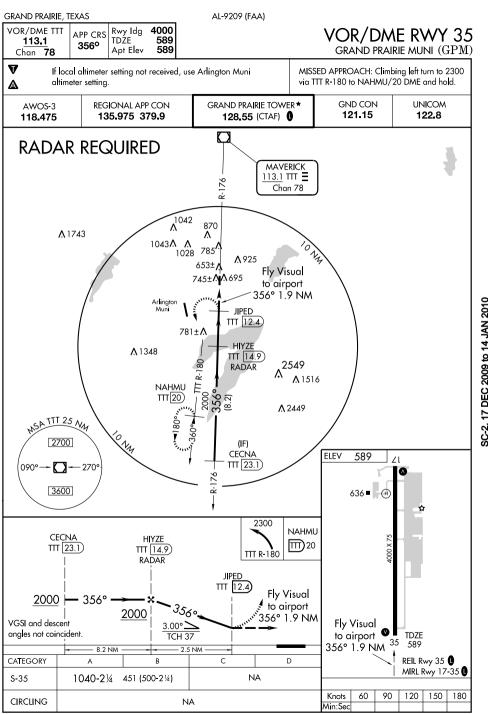
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

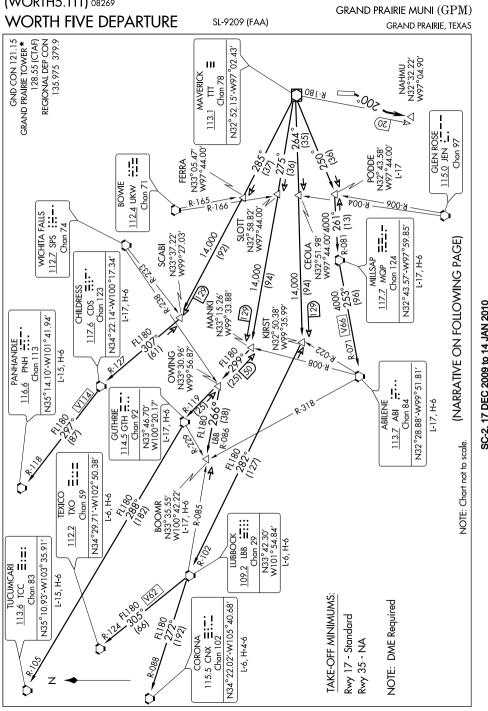
TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the

Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.





(VVORIDO.111) 06213 GRAND PRAIRIE MUNI (GPM) WORTH FIVE DEPARTURE SL-9209 (FAA) GRAND PRAIRIE, TEXAS

v

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT VOR/DME R-180 to NAHMU/TTT 20 DME, expect vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.

TAKE-OFF RUNWAY 35: NA

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI

VORTAC. BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to

MANKLINT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT. CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to

SCABLINT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088

to CNX VORTAC. GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

SC-2, 17 DEC 2009 to 14 JAN 2010

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to

PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

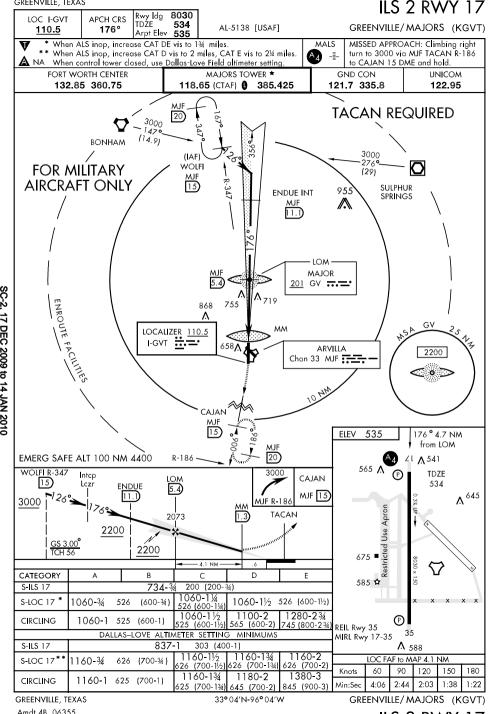
PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via

TTT R-250 to PODDE INT.

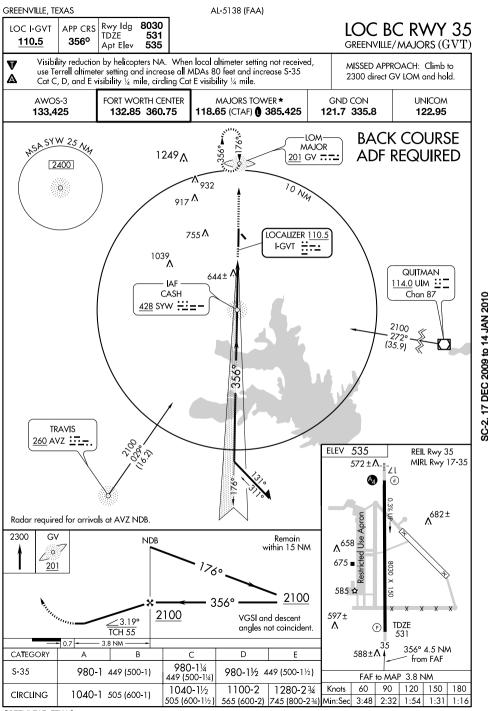
TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

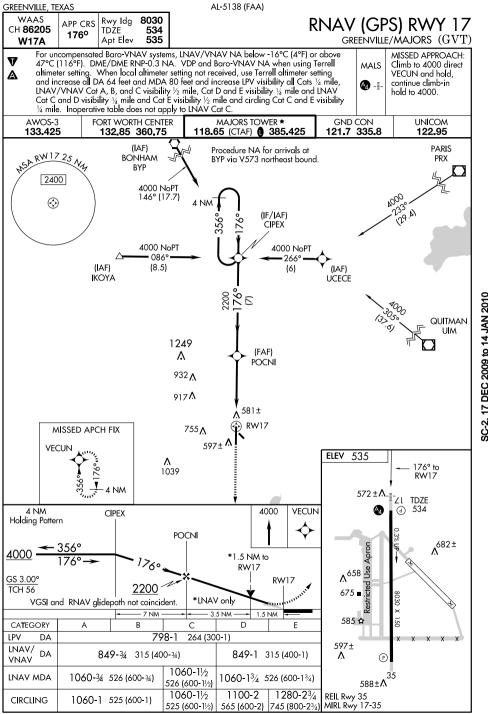
TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to

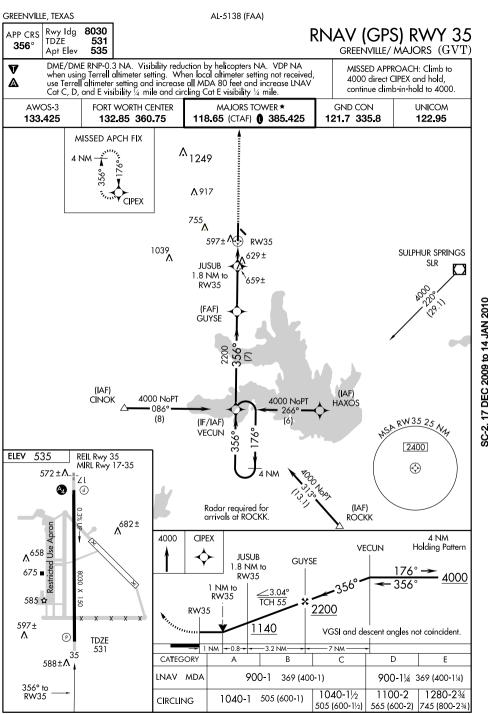
MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

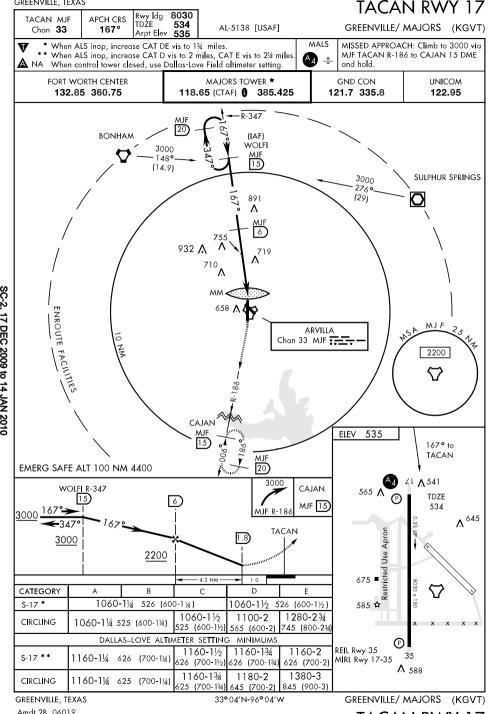


SC-2, 17 DEC 2009 to 14, IAN 2010

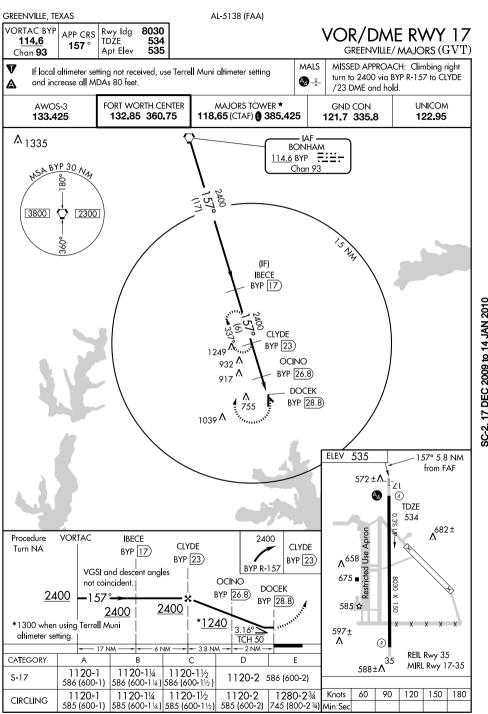


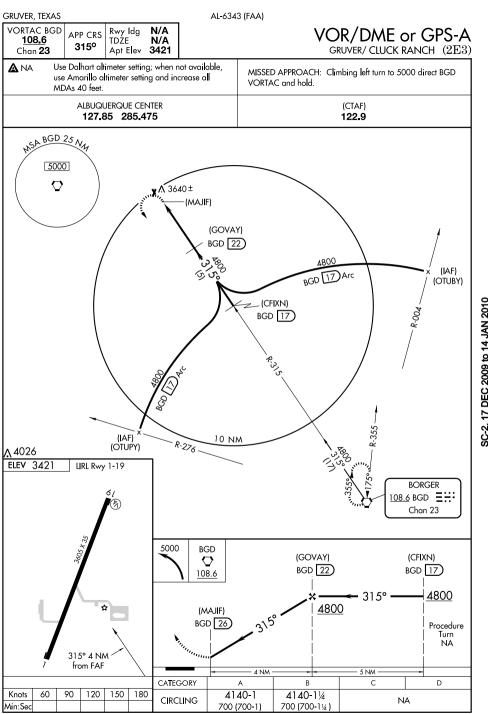


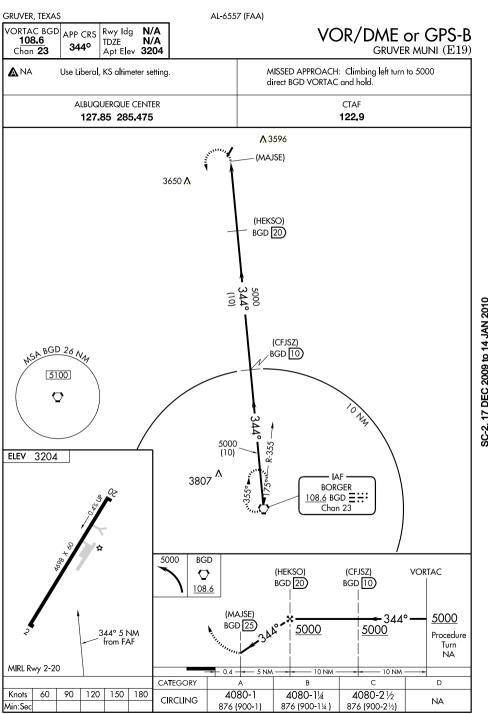


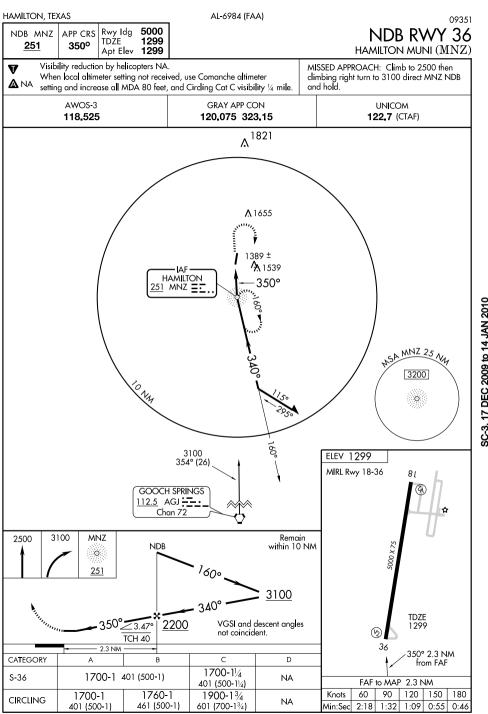


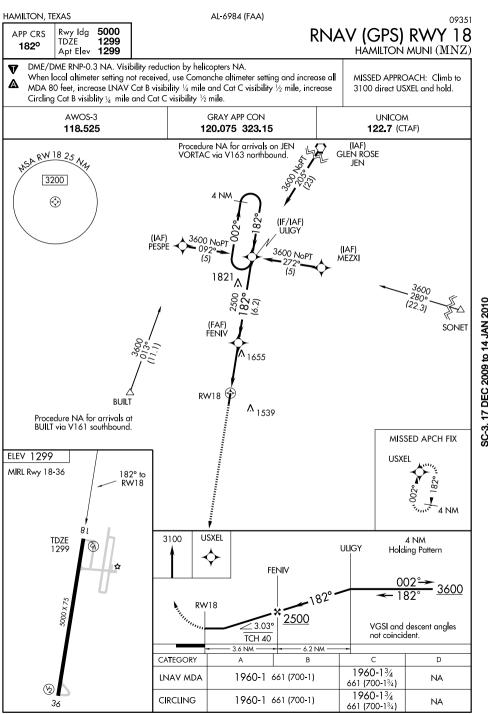
GREENVILLE, TEXAS TACAN RWY 3*5* Rwy Idg TDZE 8030 TACAN MJF APCH CRS 531 GREENVILLE/MAJORS Chan **33** 006° AL-5138 [USAF] (KGVT) Arpt Elev 535 MISSED APPROACH: Climb to 1000 then climbing left turn When control tower closed, use Dallas-Love Field $oldsymbol{
abla}oldsymbol{A}$ NA altimeter setting to 3000 via MJF TACAN R-347 to WOLFI 15 DME and hold. FORT WORTH CENTER MAJORS TOWER * GND CON UNICOM 132.85 360.75 118.65 (CTAF) 0 385.425 121.7 335.8 122.95 BONHAM 1102 MJF 2200 A 891 20) WOLFI 15 917 ۸ ARVILLA 720 Chan 33 MJF ⁶⁵⁸ ∧ **4**5 642 **^** EBENE MJF 5 535 GESKE MJF 11 4000 QUITMAN (IAF) - 257**°-**(38.1) CAJAN MJF 15 88 20 **ELEV** 535 EMERG SAFE ALT 100 NM 4000 R-186 ∠l <u>∧</u> 541 CAJAN 1000 3000 WOLFI 565 ∧ P **EBENE GESKE** R-186 15) MJF \Box 5) MJF **←**186° 15 ۸⁶⁴⁵ R-347 006°→ HALTI 006% 2200 1.1) 4000 TACAN 1500 675 ■ CATEGORY В D C 585 🌣 900-1 369 (400-1)S-35 900-11/4 (400-11/4) 1280-23/4 1040-11/2 1100-2 CIRCLING 1040-1 505 (600 - 1)505 (600-11/2) 565 (600-2) 745 (800-23/ **TDZE** REIL Rwy 35 531 DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS MIRL Rwy 17-35 35 1000-11/2 1000-11/4 1000-13/4 √ 006° to S-35 1000-1 469 (500-1)469 (500-11/2) 469 (500-13/4) 588 A TACAN 469 (500-11/4 1140-134 1180-2 1380-3 1140-1 (700-1)CIRCLING 605 645 (700-2) 845 (900-3) 605 (700-1%) 33°04′N-96°04′W GREENVILLE/MAJORS GREENVILLE, TEXAS (KGVT)

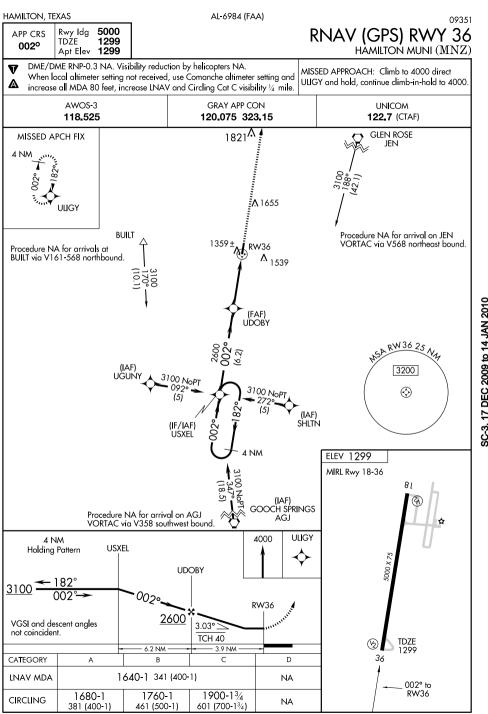


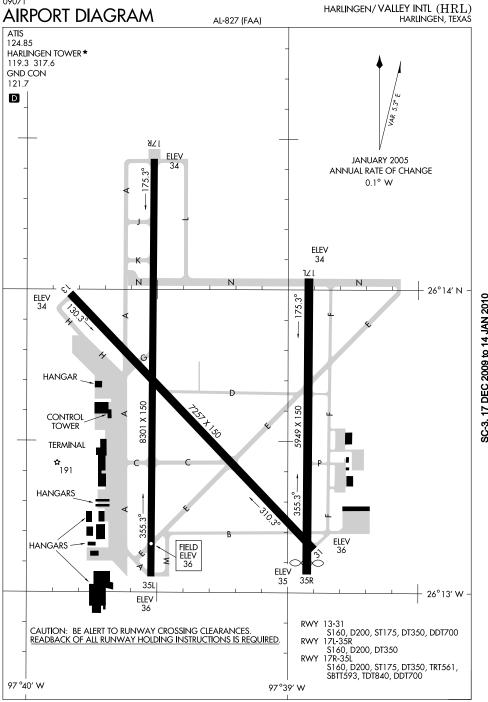




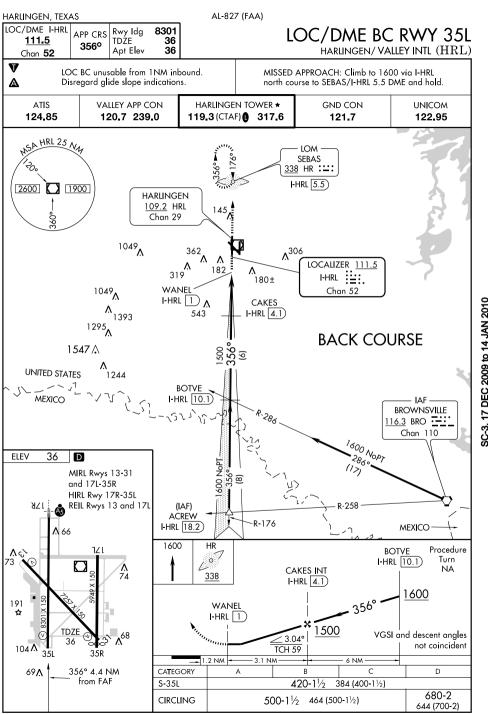


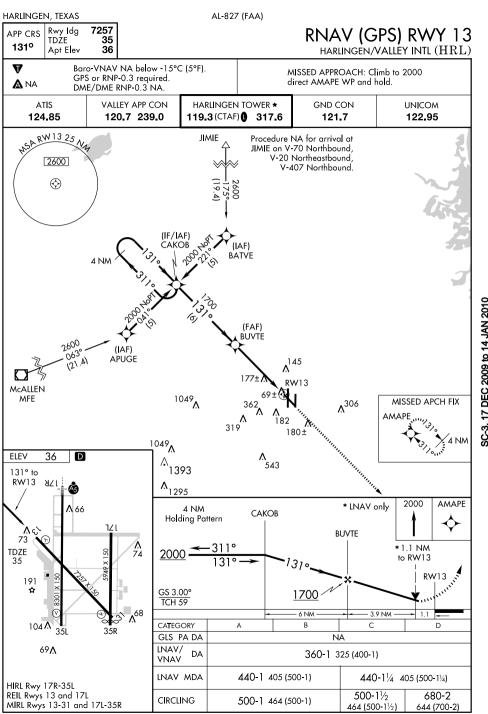


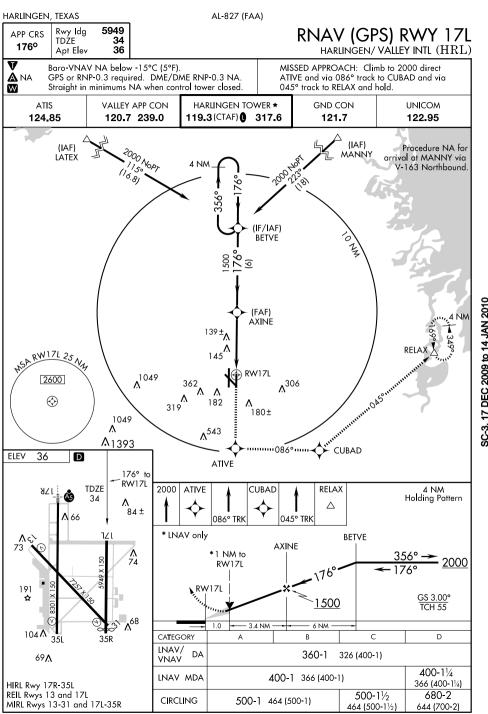




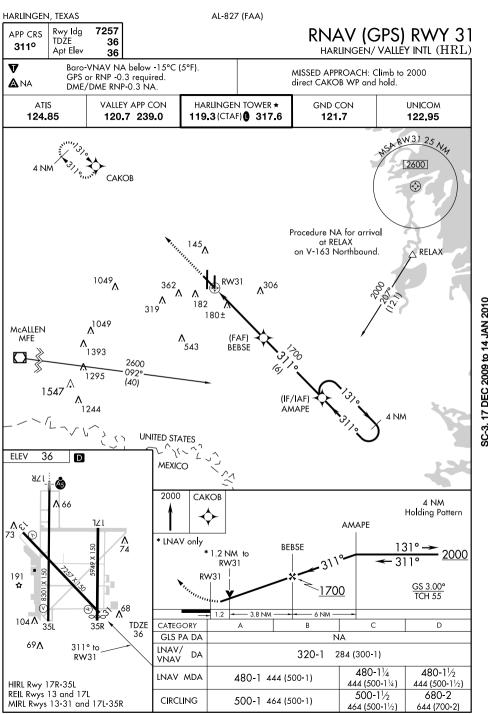
HARLINGEN, TEXAS AL-827 (FAA) LOC/DME I-HRL 8301 Rwy Ida ILS or LOC RWY 17R APP CRS 111.5 TDŹE 34 176° HARLINGEN/VALLEY INTL (HRL) Apt Elev 36 Chan **52** MALSR For inoperative MALSR increase S-LOC 17R Cats D and E visibility to MISSED APPROACH: Climb to 800 RVR 5000. Procedure turn NA Cat E. Alternate Minimums: Cat E NA. then climbing left turn to 1600 A *RVR 1800 authorized with the use of FD or AP or HUD to DA. direct SEBAS LOM and hold. VALLEY APP CON HARLINGEN TOWER ★ GND CON ATIS UNICOM 124.85 120.7 239.0 119.3 (CTAF) 0 317.6 121.7 122.95 1500 NoPT to INFEQ 241° heading (1.6) (IF) and LOC (.9) 356° INFÈQ INT (IAF) I-HRL 15.1 RAYMO (UBVAY) ADF or DME REQUIRED 1400 176° (9.6) LOM/IAF-SEBAS SC-3, 17 DEC 2009 to 14, IAN 2010 338 HR :::: I-HRL [5.5] HARLINGEN 109.2 HRL :=:. 139± SAHR 25 M Chan 29 1600 to LOM 145 351° (4.6) 1900 1049 Λ 306**¼** 090° LOCALIZER 111.5 319 182 2600 I-HRL ⋮≟∷. 180± 1049 Chan 52 Ά ۸ 543 36 **ELEV** D 176° JУК 3.9 NM from FAF **TDZE** LOM 800 HR 1600 34 Λ 66 I-HRL (5.5) 0 Remain within 10 NM 7Z L Λς\ 3560 338 INFFQ 1338 1600 I-HRL I-HRL 15.1 1.6) 176° 1500 191 8301 X 1 ☆ GS 3.00° 1400 TCH 55 104 ₺ 3.9 NM 9.6 NM 351 35R CATEGORY Е 69A HIRL Rwy 17R-35L *234/24 S-ILS 17R 200 (200-1/2) REIL Rwys 13 and 17L MIRL Rwys 13-31 and 17L-35R S-LOC 17R 400/24 366 (400-1/2) 400/40 366 (400-34) FAF to MAP 3.9 NM Knots 60 90 120 150 180 500-11/2 680-2 CIRCLING 500-1 464 (500-1) NA 3:54 2:36 1:57 1:34 464 (500-1½) Min:Sec 1:18 644 (700-2)

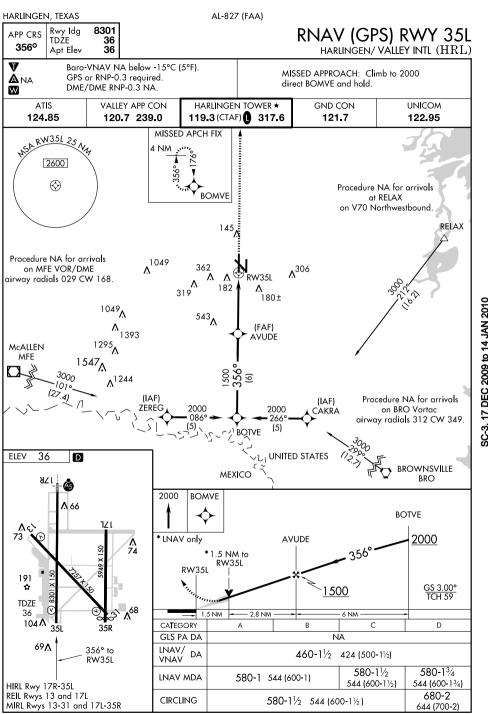






HARLINGEN, TEXAS AL-827 (FAA) Rwy Idg 8301 RNAV (GPS) RWY 17R APP CRS TDŹF 34 1760 HARLINGEN/ VALLEY INTL (HRL) Apt Elev 36 MALSR V Baro-VNAV NA below -15°C (5°F). MISSED APPROACH: Climb to 2000 direct AVUDE and via 086° track to CUBAD and via 045° track to RELAX and hold. GPS or RNP -0.3 required. DME/DME RNP-0.3 NA. **A** NA For inoperative MALSR increase LNAV/VNAV Cat D W visibility to RVR 5000, LNAV Cat D visibility to RVR 6000 VALLEY APP CON ATIS HARLINGEN TOWER★ GND CON UNICOM 119.3 (CTAF) 0 317.6 121.7 122.95 124.85 120.7 239.0 (IAF) **MÀNŃY** (IAF) 2000 NOPT 200725 LATEX Procedure NA for arrival at MANNY via V-163 Northbound. (IF/IAF) BOMVE 10 MM SC-3, 17 DEC 2009 to 14, IAN 2010 (FAF) ATAGE ASARWITR 25 My 139± 2600 Munumun OAS unumunum RW17R 1049 Λ **(∿**306 362 182 319 180± ۸⁵⁴³ ELEV 36 D086° 176° to AVUDE CUBAD RW17R ΙЅВ 2000 AVUDE **RELAX** CUBAD 4 NM TDZE Holding Pattern 34 Δ Λ 66 BOMVE 045° TRK 086° TRK 7Z L * LNAV only Λς) 73 **ATAGE** * 1 NM to RW17R RW17R 1500 191 8301 3.4 NM 6 NM **^**68 CATEGORY В C D Α GLS PA DA NA 104 Λ 351 35R 360/40 LNAV/ DA 360/24 326 (400-1/2) VNAV 326 (400-34) 691 400/50 LNAV MDA 400/24 366 (400-1/2) 366 (400-1) HIRL Rwy 17R-35L 500-11/2 REIL Rwys 13 and 17L 680-2 **CIRCLING** 500-1 464 (500-1) MIRL Rwys 13-31 and 17L-35R 464 (500-11/2) 644 (700-2)

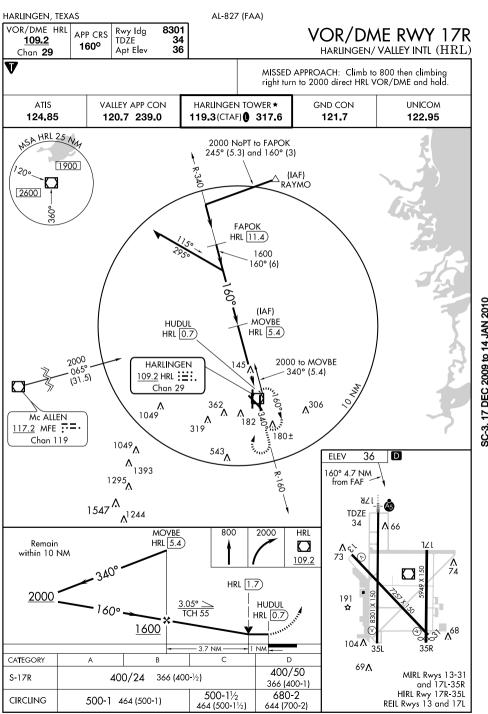


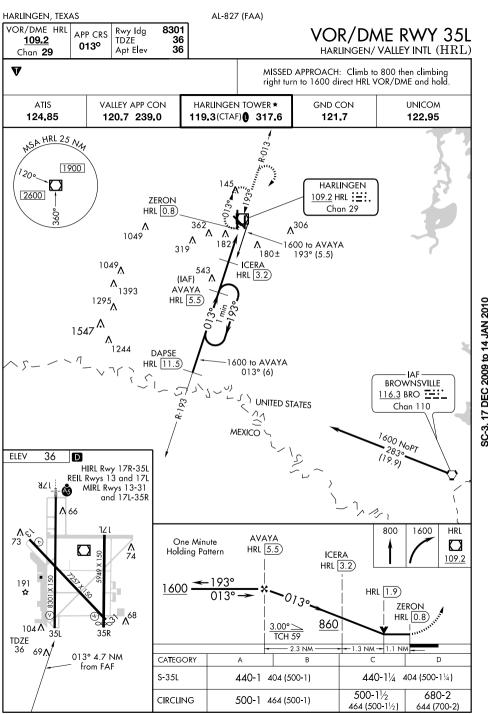


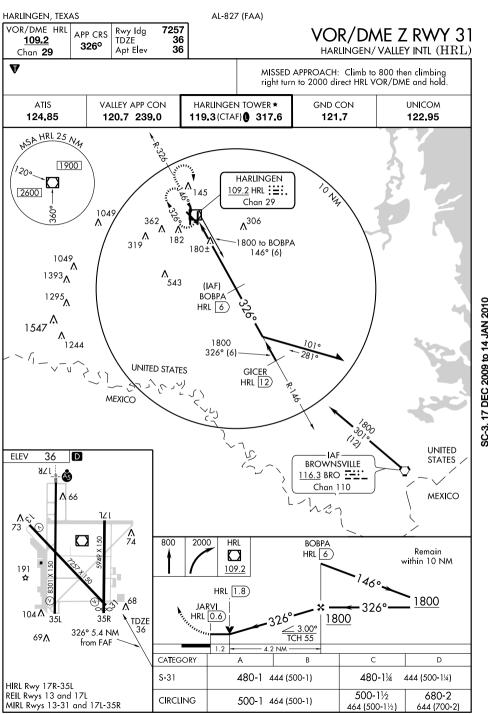
AL-827 (FAA) HARLINGEN, TEXAS VORTAC BRO 7257 Rwy Idg VOR/DME or TACAN Y RWY 31 APP CRS 116.3 TDŹE 36 3110 HARLINGEN/ VALLEY INTL (HRL) Apt Elev 36 Chan 110 77 MISSED APPROACH: Climbing right turn to 2000 via BRO R-311 to ZOCKE/12 DME and hold. HARLINGEN TOWER ★ VALLEY APP CON GND CON ATIS UNICOM 119.3 (CTAF) 0 317.6 122.95 124.85 120.7 239.0 121.7 MSA BRO 25 Ny 2600 ¹⁴⁵∧ 1500 ,....,A306 Λ¹⁰⁴⁹ 362 182 319 TOVBE 180± 1049₁ **RECOL** BRO 23) BRO [18) **∧** 543 Λ 1393 SC-3, 17 DEC 2009 to 14, IAN 2010 1295 ^ 1547 ^ (IAF) UNITED STATES

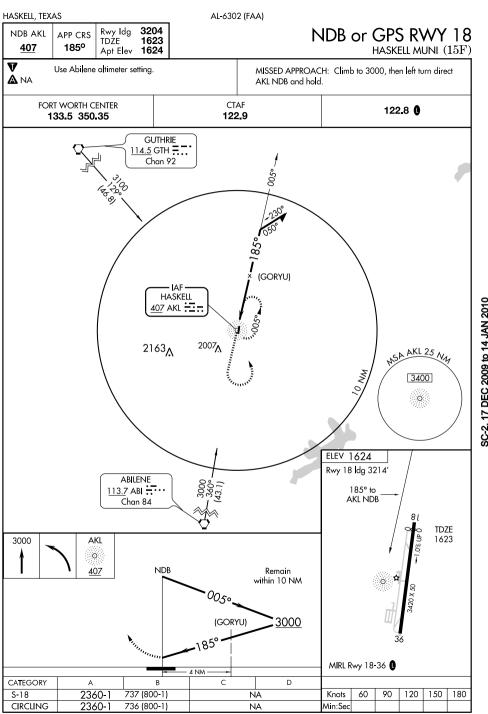
MEXICO ZOCKE BRO 12 36 **ELEV** D **UNITED STATES** IAF -BROWNSVILLE 116.3 BRO 💳 JУК Chan 110 MEXICO Λ 66 121 Λς) 2000 One Minute **ZOCKE** Holding Pattern **ZOCKE BRO** BRO [12) BRO [12] RECOL R-311 116.3 BRO [18] 191 **TOVBE** BRO [23) 1700 23.03° 104 A TCH 55 **TDZE** 35L 35R - 5 NM · - 6 NM -311° 5 NM CATEGORY C D 69**^** Α В from FAF 620-1 620-11/4 620-11/2 620-13/4 MIRL Rwys 13-31 S-31 584 (600-1) 584 (600-11/4) 584 (600-11/2) 584 (600-134) and 17L-35R 620-1 620-11/4 620-11/2 680-2 HIRL Rwy 17R-35L **CIRCLING** REIL Rwys 13 and 17L 584 (600-11/4) 584 (600-1) 584 (600-11/2) 644 (700-2)

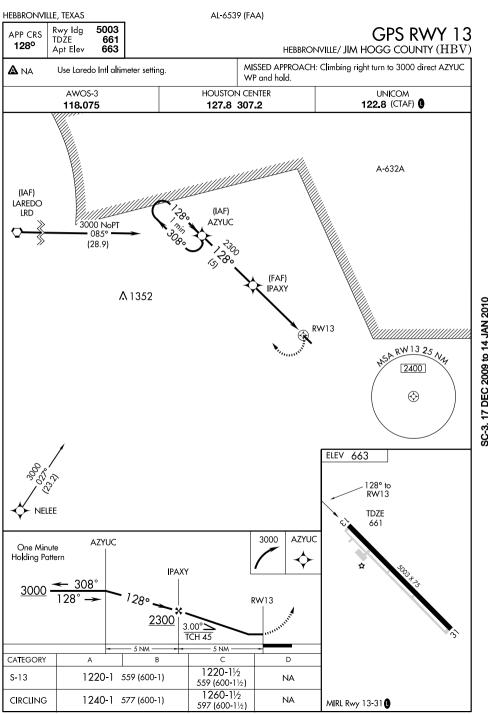
HARLINGEN, TEXAS AL-827 (FAA) VOR/DMF HRI Rwy Idg 5949 VOR/DME RWY 17L APP CRS 109.2 TDŹE 34 188° Apt Elev HARLINGEN/ VALLEY INTL (HRL) 36 Chan **29** V MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct HRL VOR/DME and hold. VALLEY APP CON HARLINGEN TOWER ★ GND CON ATIS UNICOM 124.85 120.7 239.0 119.3(CTAF) 0 317.6 121.7 122.95 NSA HRL 25 NA 1700 to KULKE 143° (3.3) and 188° (2) 1900 (IAF) 2no RAYMO 2 2600 KULKE HRL 11.3 1700 188° (6) SC-3, 17 DEC 2009 to 14, IAN 2010 (IAF) ESAYA HRL [5.3) CADLA HRL 0.3 2000 to ESAYA 145 008° (5.3) 1049 ۸³⁰⁶ HARLINGEN 109.2 HRL :=: . 180± Chan 29 182 1049₁ ELEV 36 D Λ 1393 543 188° 5 NM JZK from FAF ۸ ₁₂₉₅ 1*547*∧ Λ 66 **TDZE** Λ^{1244} 34 7Z L Λς) 73 800 2000 HRL ESAYA Remain ^^ 74 HRL [5.3] within 10 NM 109.2 191 HRL [1.3) 8301 2000 CADLA **√**68 188° HRL 0.3 104 \Lambda 351 35R 1700 3.04° TCH 55 69A 1 NM 4 NM -CATEGORY C D Α В 400-11/4 S-17L 400-1 366 (400-1) 366 (400-11/4) HIRL Rwy 17R-35L REIL Rwys 13 and 17L 500-11/2 680-2 CIRCLING 500-1 464 (500-1) 464 (500-11/2) MIRL Rwys 13-31 and 17L-35R 644 (700-2)

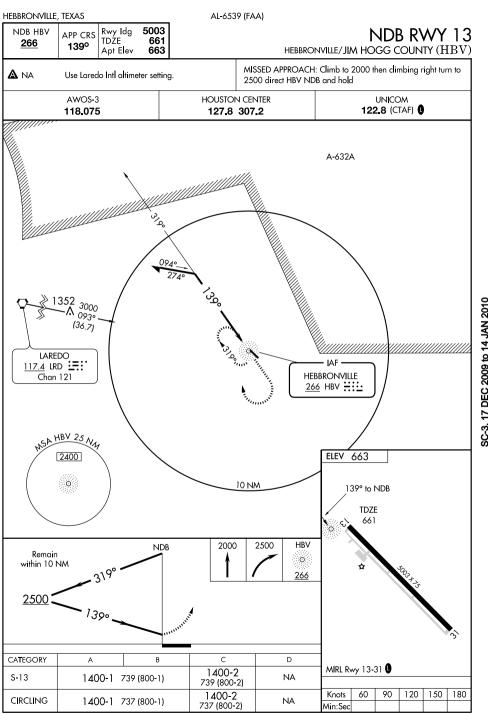


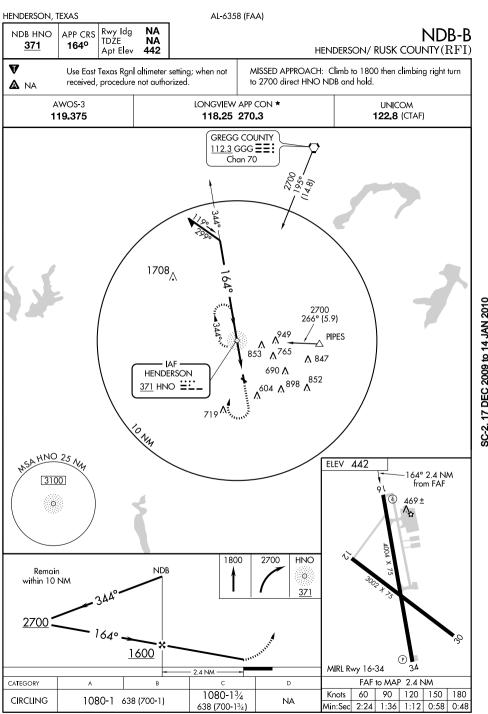


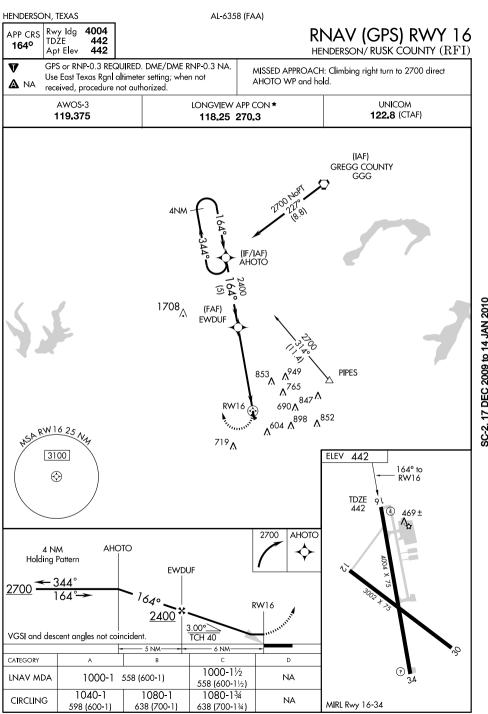


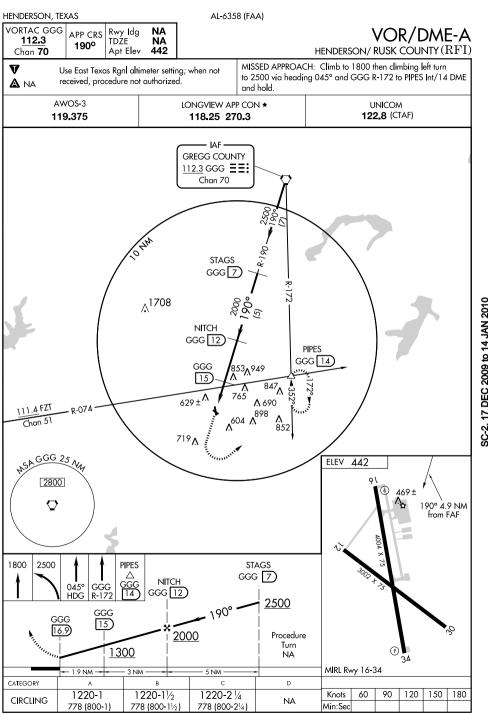


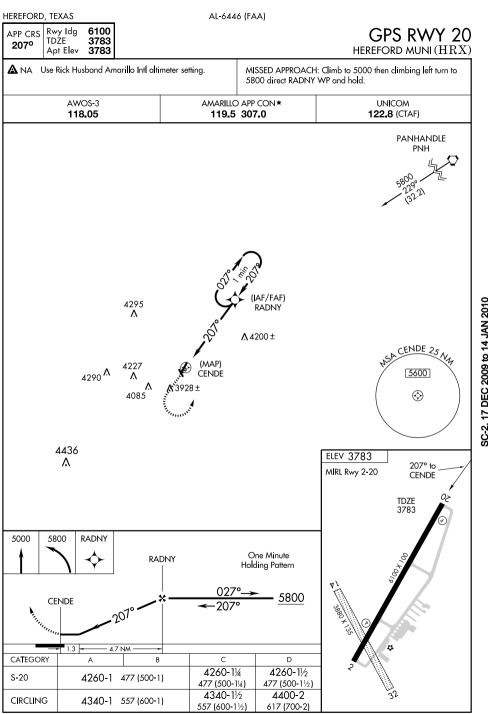


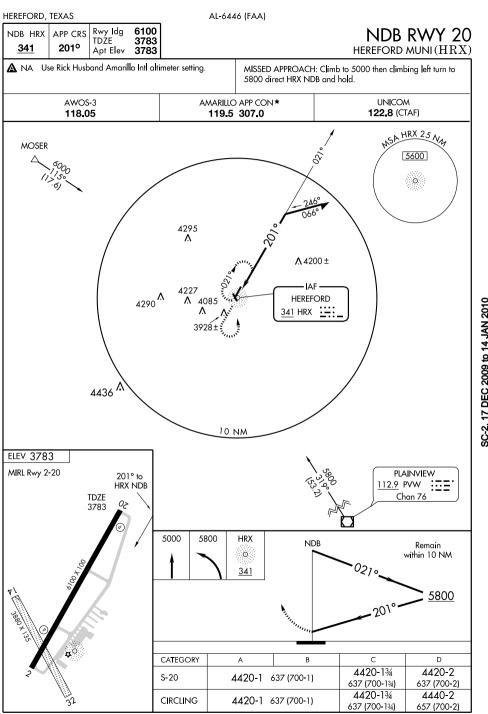


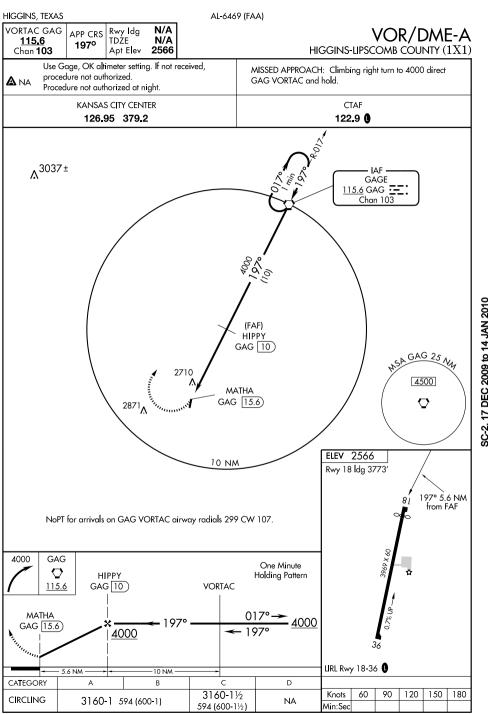


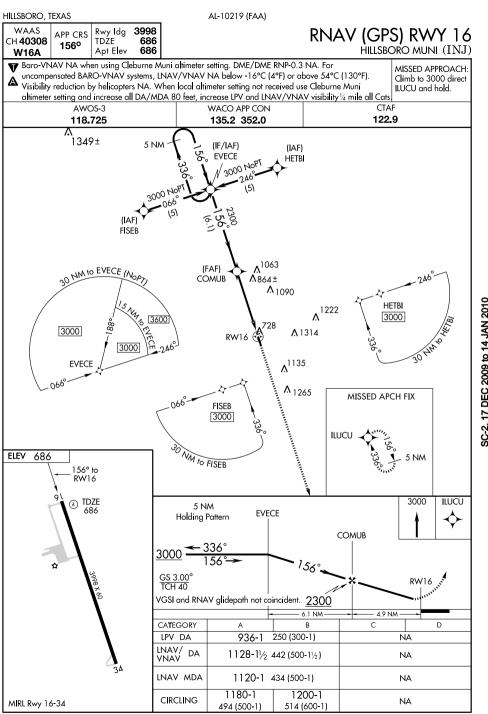


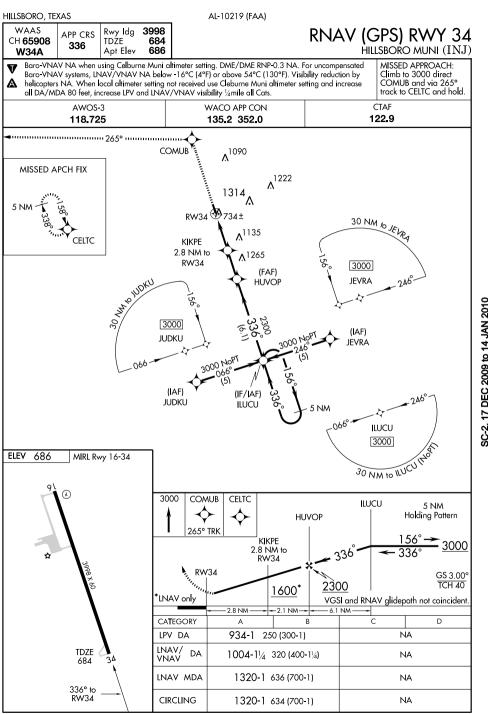


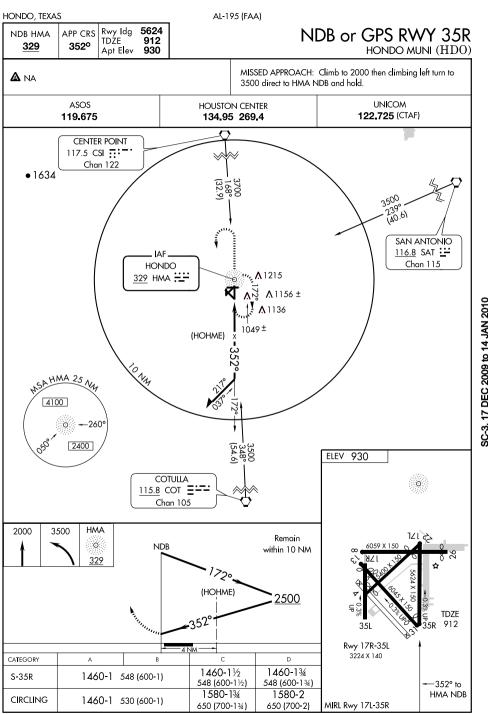


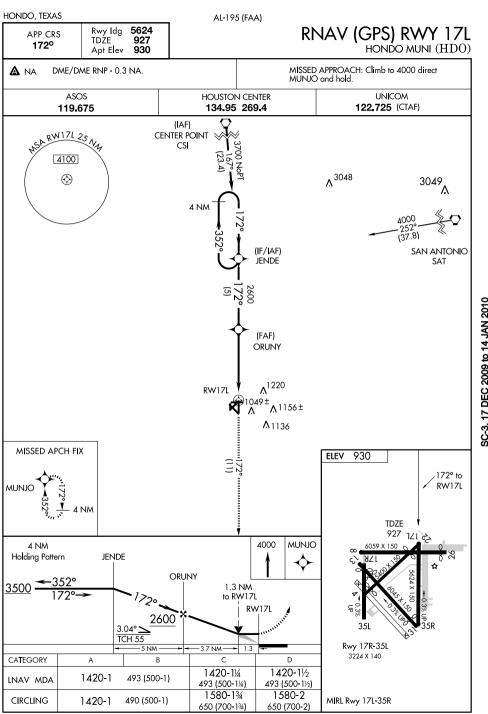


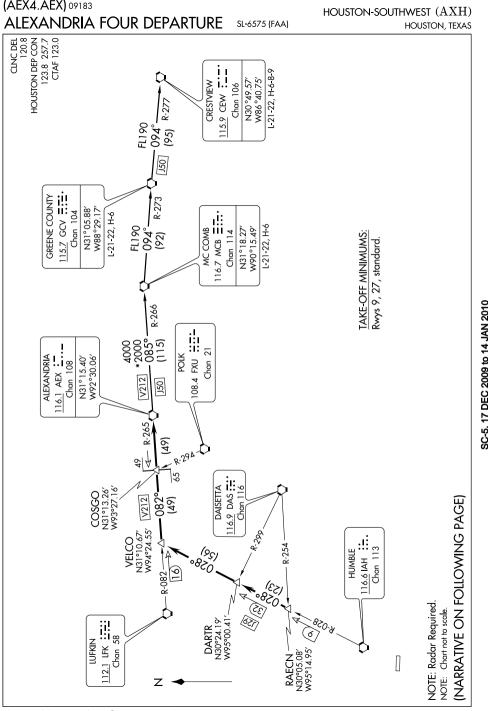












(AEX4.AEX) 09071

HOUSTON-SOUTHWEST (AXH) ALEXANDRIA FOUR DEPARTURE

SL-6575 (FAA)

HOUSTON, TEXAS

SC-5, 17 DEC 2009 to 14 JAN 2010

V

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AFX VORTAC

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route

off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via

AEX R-085 and MCB R-266 to MCB VORTAC. **TAKE-OFF OBSTACLES:**

Rwy 9, Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL.

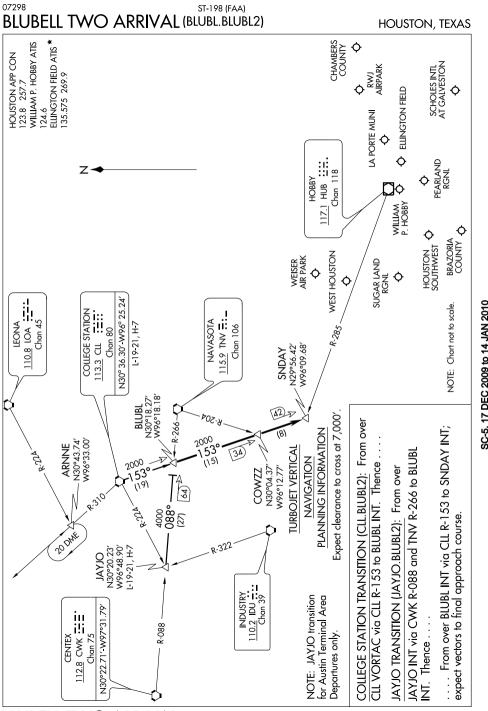
Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL. Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL. Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL. Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL.

Multiple trees beginning 558' from DER, 68' left of centerline, up to 58' AGL/122' MSL. Rwy 27, Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL.

Vehicle and road 99' from DER, 291' right of centerline, 15' AGL/83' MSL.

Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL. Multiple transmission poles beginning 1304' from DER, 131' right of centerline, up to

41' AGL/110' MSL.



(CLL2.CLL) 081*57* HOUSTON/HOUSTON-SOUTHWEST (AXH) COLLEGE TWO DEPARTURE SL-6575 (FAA) HOUSTON, TEXAS CINC DEL 120.8 HOUSTON DEP CON 123.8 257.7 CTAF COLLEGE STATION 123.0 113.3 CLL Chan 80 N30°36.30′ - W96°25.24′ NAVASOTA 115.9 TNV ... L-19-21, H-7 HUMBLE 116.6 IAH 🚼 . Chan 113 R-093 (33)HOBBY <u>117.</u>1 HUB **∷∷**. **SEALY** INDUSTRY Chan 118 N29° 51.26′ 110.2 IDU **∷**... W95° 56.61′ Chan 39 N29°57.36′ - W96°33.73′ TAKE-OFF MINIMUMS: Rwys 9, 27 standard. TAKE-OFF OBSTACLES: Rwy 9, Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL. Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL. Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL. Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL. Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL. Multiple trees beginning 558' from DER. 68' left of centerline, up to 58' AGL/122' MSL. Rwy 27, Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL Vehicle and road 99' from DER, 291' right of centerline, 15' AGL/83' MSL. Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL. Multiple transmission poles beginning 1304' from DER, 131' right of centerline, up to 41' AGL/110' MSL.

NOTE: Radar Required.

NOTE: Chart not to scale.

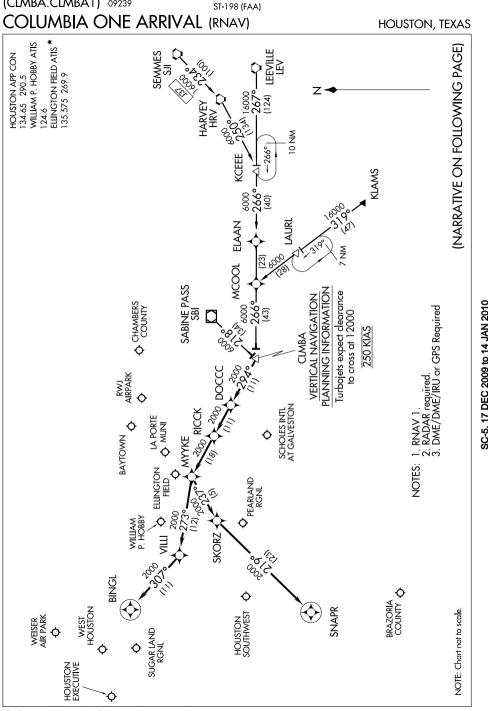
DEPARTURE ROUTE DESCRIPTION

V

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure, Thence

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.

SC-5, 17 DEC 2009 to 14 JAN 2010



COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and

DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF,

and VUH must be operational.)

LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)

SABINE PASS TRANSITION (SBI.CLMBA1):

SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING DUNINAVA 4. Francisco V. 2049 Land

<u>LANDING RUNWAY 4:</u> From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

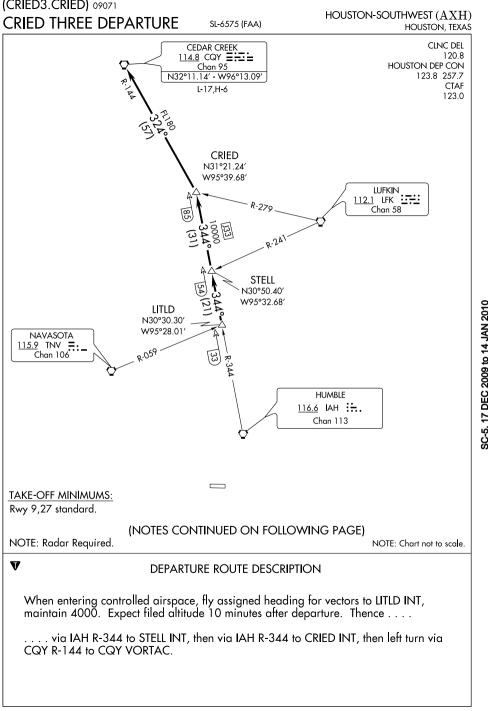
LANDING RUNWAY 12R: From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL

fly present heading.

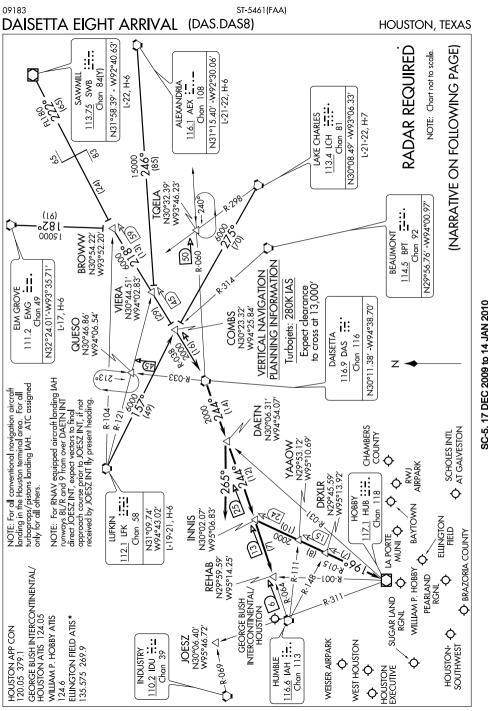
FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.



(CRIED3.CRIED) 09071 HOUSTON-SOUTHWEST (AXH) CRIED THREE DEPARTURE SL-6575 (FAA) HOUSTON, TEXAS TAKE-OFF OBSTACLES: Rwy 9, Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL. Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL. Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL. Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL. Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL. Multiple trees beginning 558' from DER, 68' left of centerline, up to 58' AGL/122' MSL. Rwy 27, Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL. Vehicle and road 99' from DER, 291' right of centerline, 15' AGL/83' MSL. Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL. Multiple transmission poles beginning 1304' from DER, 131' right of centerline, up to 41' AGL/110' MSL. SC-5, 17 DEC 2009 to 14 JAN 2010



ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182

to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

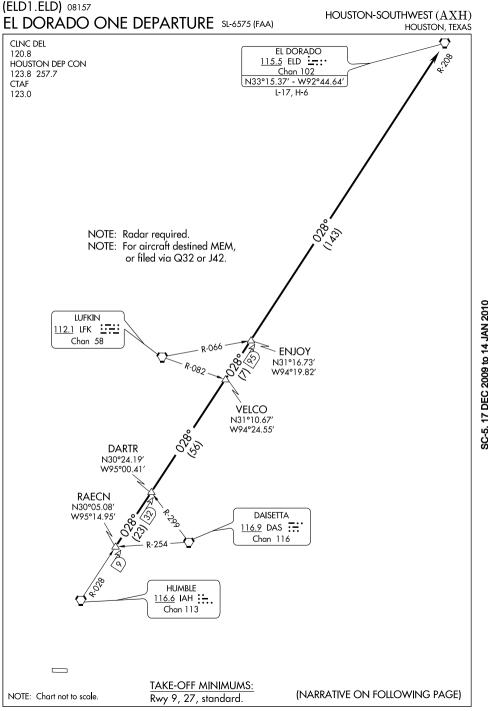
.... From DAETN INT fly heading 265° for vectors to final approach course.

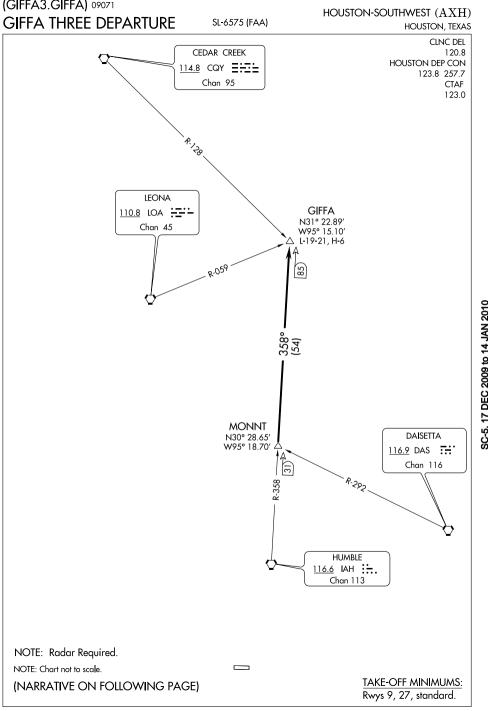
FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

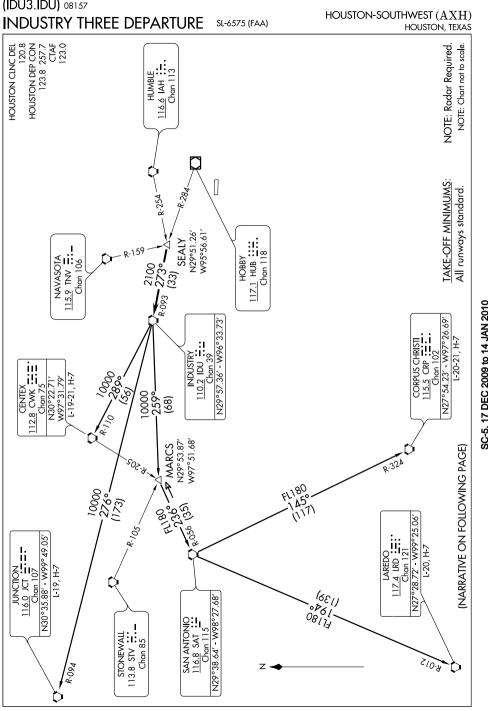
.... From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to

HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.





(GIFFA3.GIFFA) 09071 HOUSTON-SOUTHWEST (AXH) GIFFA THRFF DFPARTURE HOUSTON, TEXAS SL-6575 (FAA) V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence via IAH R-358 to GIFFA INT. TAKE-OFF OBSTACLES: Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL. Rwy 9, Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL. Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL. Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL. Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL. Multiple trees beginning 558' from DER, 68' left of centerline, up to 58' AGL/122' MSL. SC-5, 17 DEC 2009 to 14 JAN 2010 Rwy 27, Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL. Vehicle and road 99' from DER, 291' right of centerline, 15' AGL/83' MSL. Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL. Multiple transmission poles beginning 1304' from DER, 131' right of centerline, up to 41' AGL/110' MSL.



(IDU3.IDU) 081*57* INDUSTRY THREE DEPARTURE SL-6575 (FAA)

HOUSTON-SOUTHWEST (AXH) HOUSTON, TEXAS

v

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence VIA IDU R-093 to IDU VORTAC

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC

TAKE-OFF OBSTACLES:

Rwy 9.

Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL. Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL.

Rwy 27,

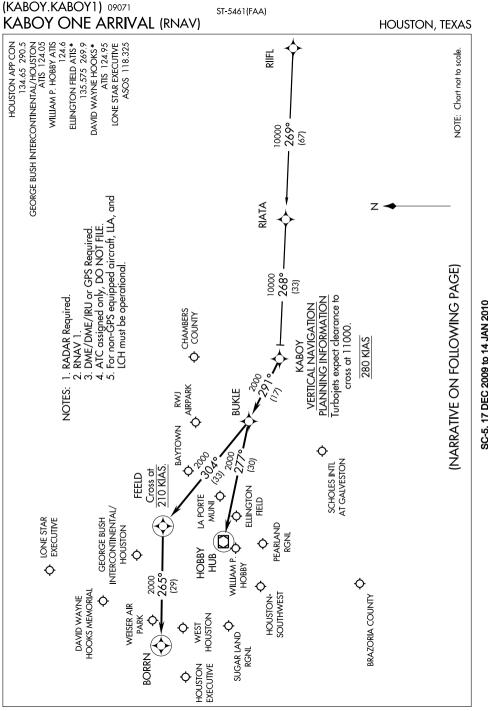
Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL. Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL. Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL.

Multiple trees beginning 558' from DER, 68' left of centerline, up to 58' AGL/122' MSL.

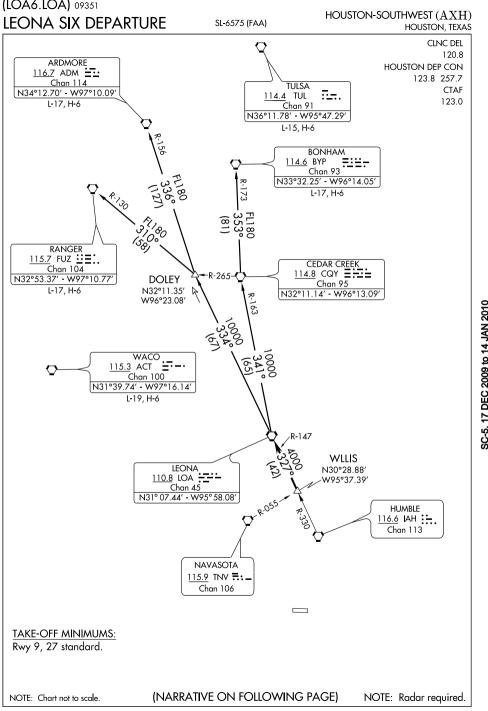
Vehicle and road 99' from DER, 291' right of centerline, 15' AGL/83' MSL. Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL. Multiple transmission poles beginning 1304' from DER, 131' right of centerline, up to

Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL.

41' AGL/110' MSL.



(KABOY.KABOY1) 09071	ST-5461(FAA)	
KABOY ONE ARRIVAL (RNAV)		HOUSTON, TEXAS
ARRIVAL DESCRIPTION		
RIIFL TRANSITION (RIIFL.KABOY1)		
From KABOY via 291° track to BUKLE		
GEORGE BUSH INTERCONTINENTAL	/HOUSTON (IA	λΗ) <u>:</u>
LANDING RUNWAYS 8L/8R, OR 9: From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.		
ALL OTHER RUNWAYS: From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.		
DAVID WAYNE HOOKS MEMORIAL (I From BUKLE via 304° track to FEE prior to FEELD.	DWH) AND LO ELD. Expect vec	NE STAR EXECUTIVE (CXO): ctors to final approach course
ALL OTHER AIRPORTS: From BUK Expect vectors to final approach course		
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(LOA6.LOA) 081*57* HOUSTON-SOUTHWEST (AXH) LEONA SIX DEPARTURE SL-6575 (FAA) HOUSTON, TEXAS V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading for vectors to WLLIS INT,

maintain 4000, expect filed altitude 10 minutes after departure. Thence

SC-5, 17 DEC 2009 to 14 JAN 2010

.... via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to

DOLEY INT, then via ADM R-156 to ADM VORTAC.

then via FUZ R-130 to FUZ VORTAC

AGL/122' MSL.

up to 41' AGL/110' MSL.

VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY

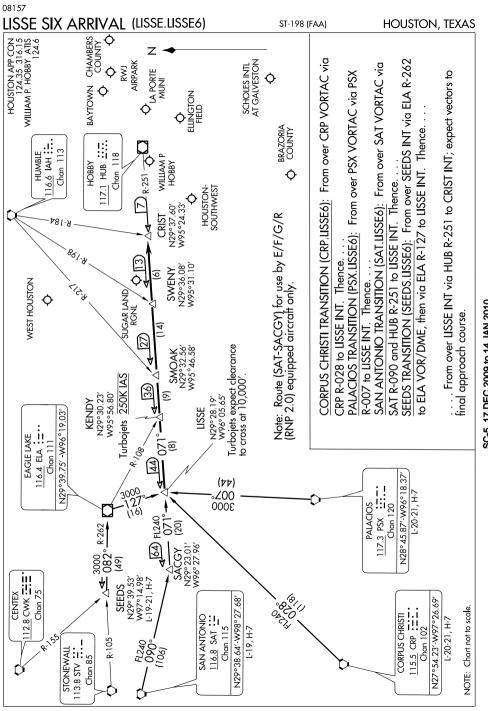
RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT.

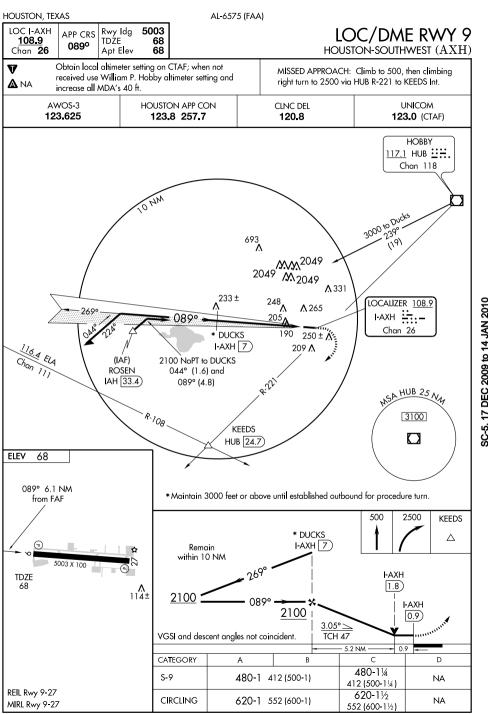
TAKE-OFF OBSTACLES

Rwy 9, Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/ 106' MSL. Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL. Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL. Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL. Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL. Multiple trees beginning 558' from DER, 68' left of centerline, up to 58'

Rwy 27, Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL. Vehicle and road 99' from DER, 291' right of centerline, 15' AGL/83' MSL. Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL. Multiple TRMSN poles beginning 1304' from DER, 131' right of centerline.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC





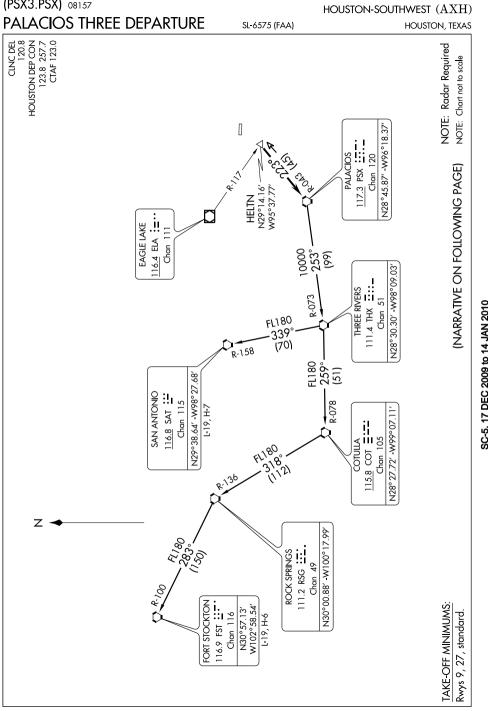
(LFK5.LFK) 08157 HOUSTON-SOUTHWEST (AXH) LUFKIN FIVE DEPARTURE SL-6575 (FAA) HOUSTON, TEXAS CLNC DEL LITTLE ROCK 120.8 113<u>.9</u> LIT 📴 HOUSTON DEP CON Chan 86 123.8 257.7 N34° 40.66′ CTAF W92° 10.83′ 123.0 L-18, H-6 SKKIP N31°14.91' W94°39.45′ LUFKIN 112.1 LFK Chan 58 N31° 09.74′ W94° 43.02′ COLET N30° 26.96' W95°09.61′ R-295 HUMBLE R-273 <u>116.6</u> IAH :≒. KYANN Chan 113 N30° 15.53′ DAISETTA W95° 13.96′ 116.9 DAS TAKE-OFF MINIMUMS: Chan 116 Rwy 9, 27, standard. TAKE-OFF OBSTACLES: Rwy 9, Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL. Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL. Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL. Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL. Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL. Multiple trees beginning 558' from DER, 68' left of centerline, up to 58' AGL/122' MSL. Rwy 27, Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL Vehicle and road 99' from DER, 291' right of centerline, 15 AGL/83' MSL. Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL. Multiple transmission poles beginning 1304' from DER, 131' right of centerline, up to 41' AGL/110' MSL. NOTE: Radar Required. NOTE: Chart not to scale. NOTE: For aircraft destined LIT, or overflying LIT or PXV. V DEPARTURE ROUTE DESCRIPTION

SC-5, 17 DEC 2009 to 14 JAN 2010

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.



(PSX3.PSX) 081*57* HOUSTON-SOUTHWEST (AXH) PALACIOS THREE DEPARTURE SL-6575 (FAA) HOUSTON, TEXAS V DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT,

SC-5, 17 DEC 2009 to 14 JAN 2010

maintain 4000'. Expect filed altitude 10 minutes after departure. Thence

via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and

VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

Rwy 9, Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL. Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL. Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL.

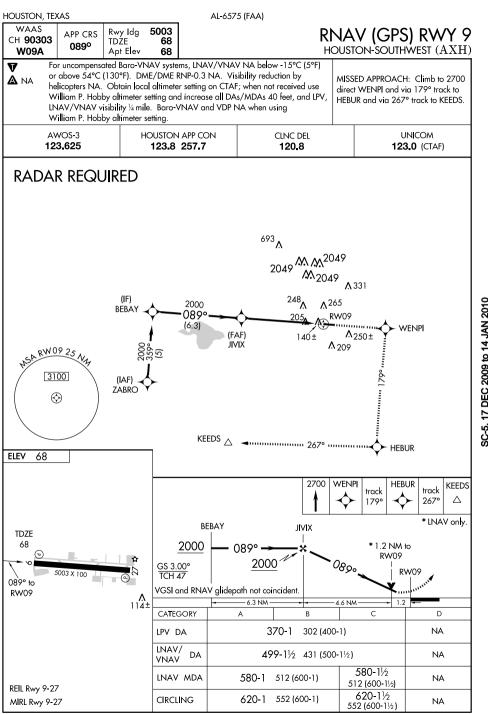
TAKE-OFF OBSTACLES:

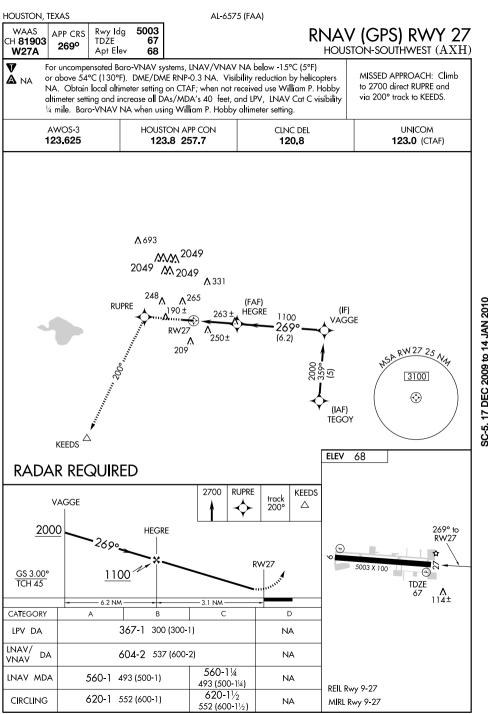
Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL. Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL. Multiple trees beginning 558' from DER, 68' left of centerline, up to 58' AGL/122' MSL.

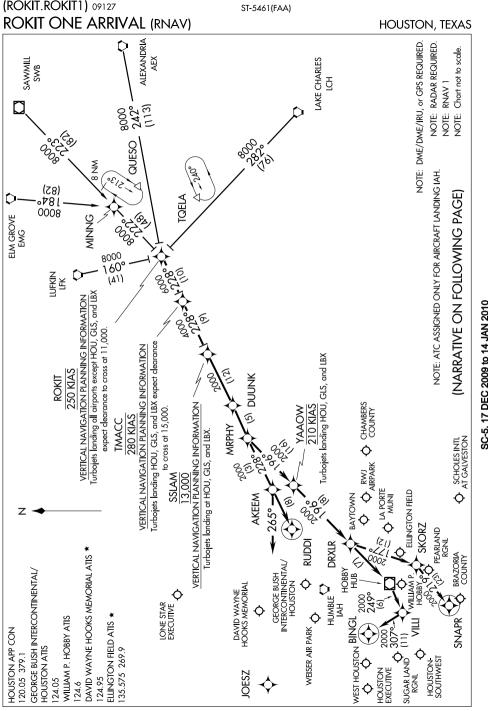
Rwy 27, Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL. Vehicle and road 99' from DER, 291' right of centerline, 15' AGL/83' MSL.

Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL. Multiple transmission poles beginning 1304' from DER, 131' right of centerline, up to

41' AGL/110' MSL.







HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational. ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG,

LCH, and DAS must be operational.

LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational. LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must

be operational. SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

.... From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):

present heading.

(ROKIT.ROKIT1) 09239

Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 4 From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR.

RUNWAY 12R From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly

ALL OTHER RUNWAYS From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

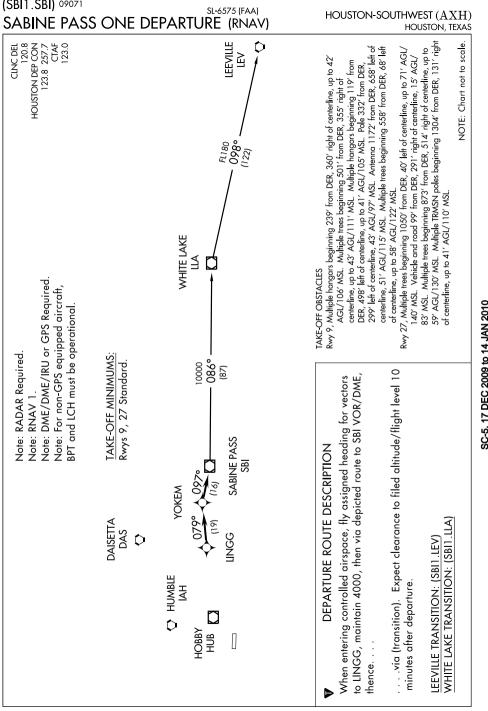
FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

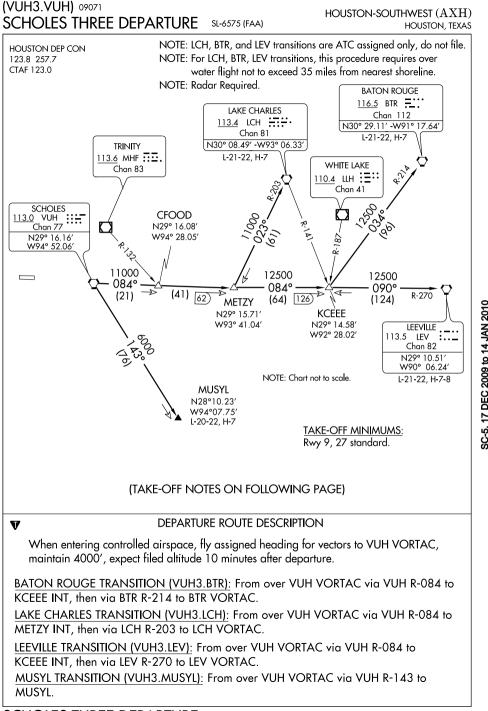
RUNWAYS 8 L/R and 9 From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:

.... From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.



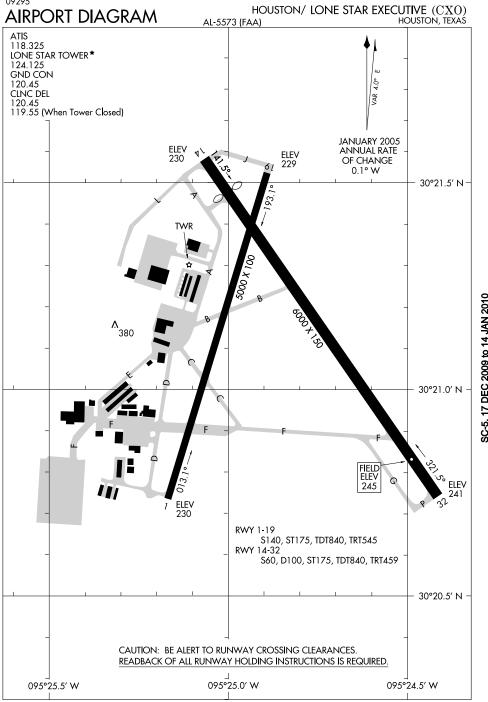


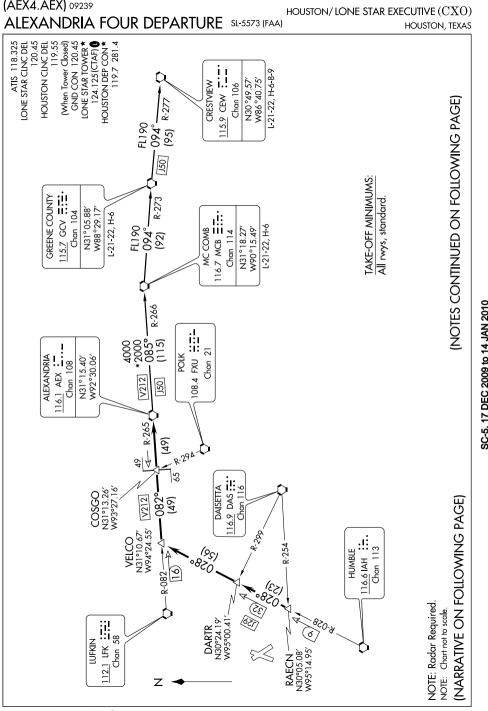
(VUH3.VUH) 09071 HOUSTON-SOUTHWEST (AXH) SCHOLES THREE DEPARTURE SL-6575 (FAA) HOUSTON, TEXAS TAKE-OFF OBSTACLES: Rwy 9, Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL. Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL. Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL. Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL. Antenna 1172' from DER,

658' left of centerline, 51' AGL/115' MSL. Multiple trees beginning 558' from DER, 68' left

of centerline, up to 58' AGL/122' MSL. Vehicle and road 99' from DER, 291' right of centerline, 15' AGL/83' MSL. Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL. Multiple transmission poles beginning 1304' from DER, 131' right of centerline, up to 41' AGL/110' MSL.

Rwy 27, Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL





(AEX4.AEX) 09071 HOUSTON/ LONE STAR EXECUTIVE (CXO)

SL-5573 (FAA) HOUSTON, TEXAS

SC-5, 17 DEC 2009 to 14 JAN 2010

ALEXANDRIA FOUR DEPARTURE V

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence

. via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route

off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to

GCV VORTAC MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via

AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES: Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL.

OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL. Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL.

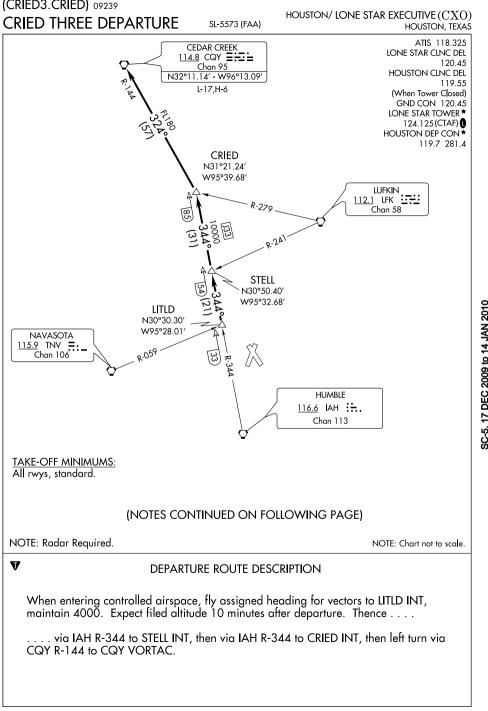
Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL. Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300' MSL.

OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL. Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL.

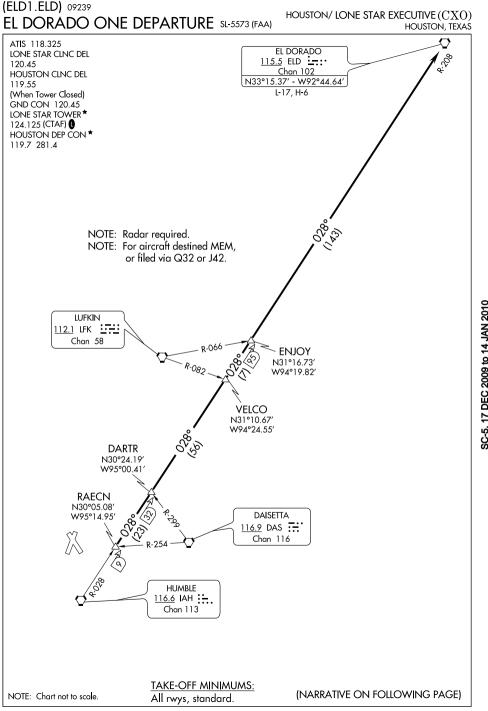
Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.

Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL. Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL.

Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.



(CRIED3.CRIED) 09071 HOUSTON/LONE STAR EXECUTIVE (CXO)CRIED THREE DEPARTURE SL-5573 (FAA) HOUSTON, TEXAS TAKE-OFF OBSTACLES: Rwy 1, Multiple trees 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL. Obstruction light on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL. Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL. Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL. Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300' MSL. Obstruction light on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL. Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL. Multiple trees beginning 88' from DER, 156' right of centerline, up to 80' AGL/305' MSL. Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL. Pole, 1411' from DER, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from DER, 990 right of centerline, 106' AGL/325' MSL. SC-5, 17 DEC 2009 to 14 JAN 2010



HOUSTON/LONE STAR EXECUTIVE (CXO)EL DORADO ONE DEPARTURE SL-5573 (FAA) HOUSTON, TEXAS

V

(ELD1.ELD) 08157

When entering controlled airspace, fly assigned heading for vectors to RAECN INT,

SC-5, 17 DEC 2009 to 14 JAN 2010

maintain 4000, expect filed altitude 10 minutes after departure. Thence via IAH R-028 and the ELD R-208 to ELD VORTAC.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF OBSTACLES Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/

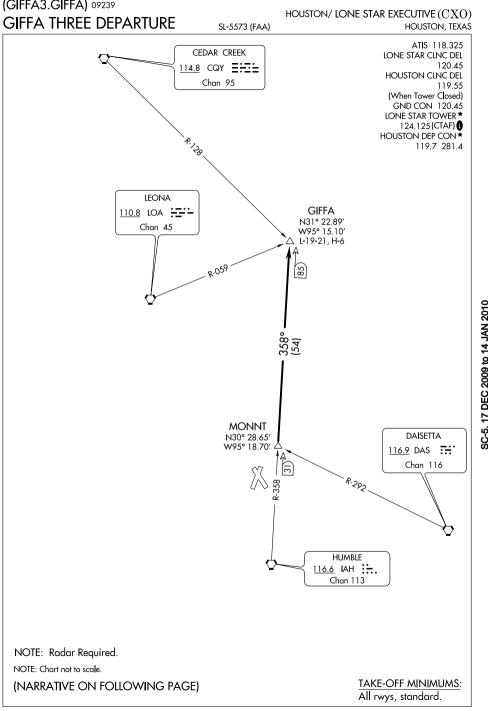
314' MSL. OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/ 258' MSL. Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL: Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/

313' MSL. Rwy 14. Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/

306' MSL. Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL. Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL. Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL. Pole

300' MSL. OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/

1411' from DER, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.



(GIFFA3.GIFFA) 09071 HOUSTON/LONE STAR EXECUTIVE (CXO)GIFFA THRFF DFPARTURE SL-5573 (FAA)

DEPARTURE ROUTE DESCRIPTION

HOUSTON, TEXAS

SC-5, 17 DEC 2009 to 14 JAN 2010



maintain 4000, expect filed altitude 10 minutes after departure. Thence via IAH R-358 to GIFFA INT.

When entering controlled airspace, fly assigned heading for vectors to MONNT INT.

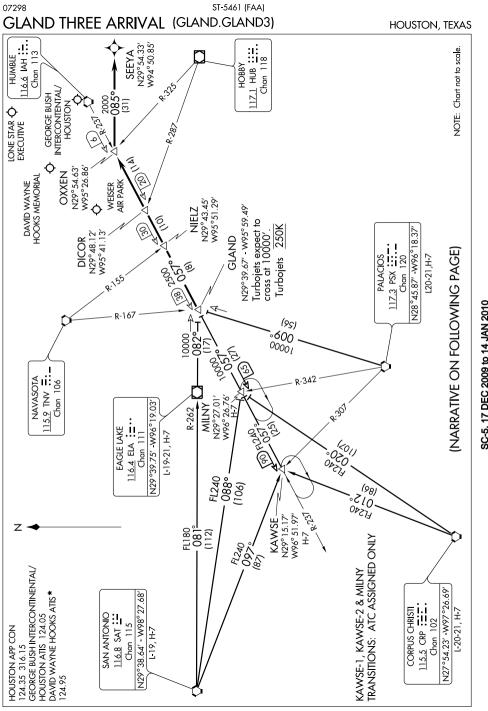
TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL. Obstruction light on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL. Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL.

Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL. Rwy 14, Multiple trees beginning 1855' from DER, 408' left of centerline, up to 81' AGL/300' MSL. Obstruction light on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL.

Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL. Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL. Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.

Rwy 32. Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL. Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.



SC-5, 17 DEC 2009 to 14 JAN 2010

GLAND THREE ARRIVAL (GLAND.GLAND3)

ARRIVAL DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.GLAND3): From over CRP VORTAC via CRP R-020 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

EAGLE LAKE TRANSITION (ELA.GLAND3): From over ELA VOR/DME via ELA R-082 to GLAND INT. Thence. . . .

KAWSE-1 TRANSITION (KAWSE-1.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-097 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence

KAWSE-2 TRANSITION (KAWSE-2.GLAND3): (ATC assigned.) From over CRP VORTAC via CRP R-012 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence....

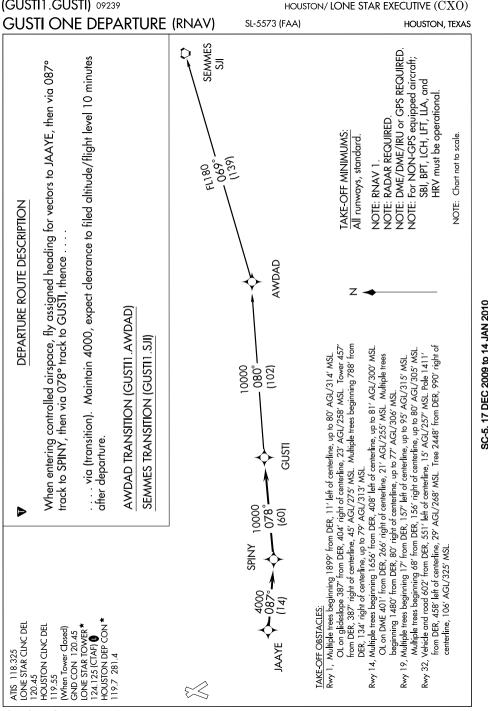
MILNY TRANSITION (MILNY.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-088 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

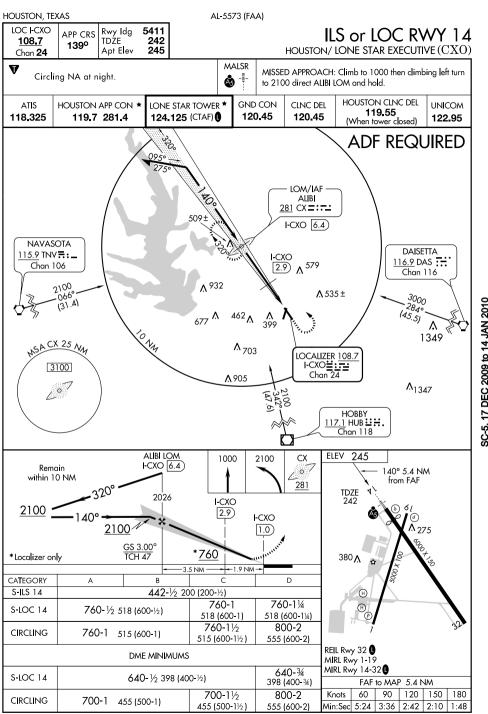
PALACIOS TRANSITION (PSX.GLAND3): From over PSX VORTAC via PSX R-009 to GLAND INT. Thence. . . .

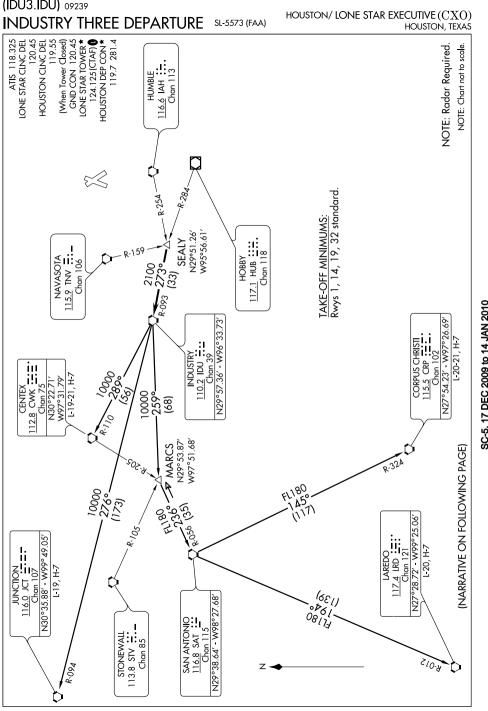
SAN ANTONIO TRANSITION (SAT.GLAND3): From over SAT VORTAC via R-081 and ELA R-262 to ELA VOR/DME, then via ELA R-082 to GLAND INT. Thence. . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over GLAND INT via IAH R-237 to OXXEN INT, landing runways 26 L/R or 27 fly heading 085° for vectors to final approach course. For /E, /F, /G, /R (RNP-2.0), equipped aircraft: from over OXXEN INT direct SEEYA WP, expect vector to final approach course prior to SEEYA WP, if not received by SEEYA WP fly present heading. All other runways, expect vectors to final approach course at or prior to OXXEN INT.

<u>FOR ALL OTHER AIRPORTS:</u> From over GLAND INT via IAH R-237 to OXXEN INT. Expect vectors to final approach course at or prior to OXXEN INT.







(IDU3.IDU) 081*57* HOUSTON/LONE STAR EXECUTIVE (CXO)INDUSTRY THREE DEPARTURE SL-5573 (FAA)

HOUSTON, TEXAS

SC-5, 17 DEC 2009 to 14 JAN 2010



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence VIA IDU R-093 to IDU VORTAC

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to

JCT VORTAC. LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC

via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

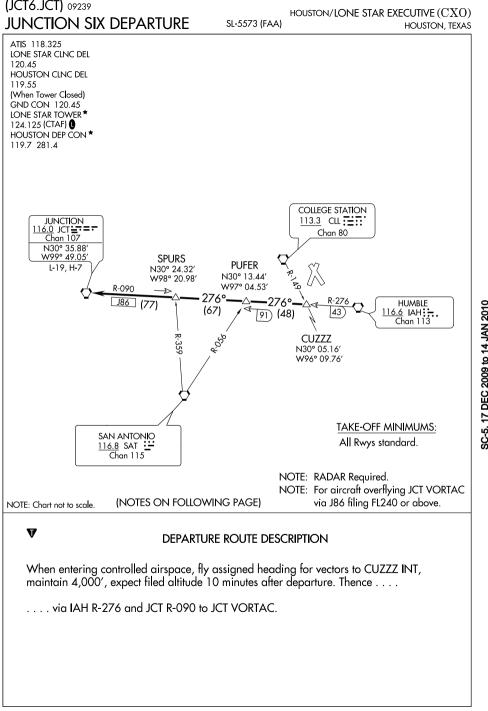
TAKE-OFF OBSTACLES: Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL. OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL. Tower 457'

DER, 134' right of centerline, up to 79' AGL/313' MSL. Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300' MSL. OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL.

from DER, 387' right of centerline, 45' AGL/275' MSL. Multiple trees beginning 788' from

Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL. Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL. Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL. Pole 1411'

from DER, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.



(JCI6.JCI) 09071 HOUSTON/LONE STAR EXECUTIVE (CXO)JUNCTION SIX DEPARTURE SL-5573 (FAA) HOUSTON, TEXAS

TAKE-OFF OBSTACLES:

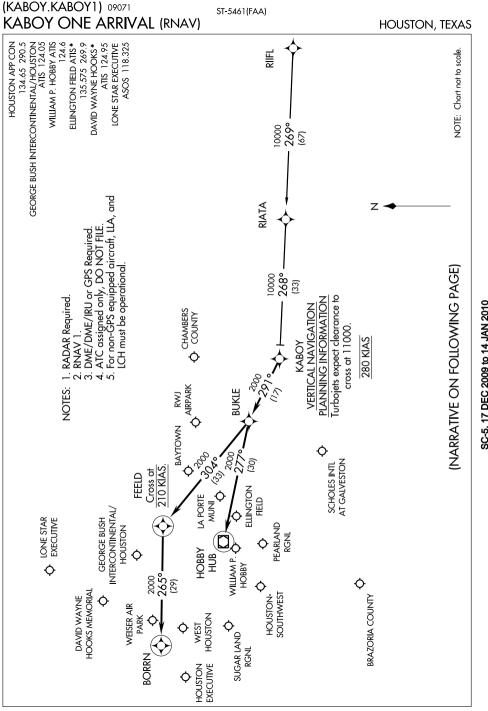
Rwv 1.

OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL. Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL. Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL. Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300' MSL. OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL. Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL. Multiple trees beginning 66' from DER, 156' right of centerline, up to 80' AGL/305' MSL.

Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL.

from DER, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from DER, 990' right of

Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL. Pole 1411' centerline, 106' AGL/325' MSL.



(KABOY.KABOY1) 09071	ST-5461(FAA)	
KABOY ONE ARRIVAL (RNAV)		HOUSTON, TEXAS
ARRIVAL DESCRIPTION		
RIIFL TRANSITION (RIIFL.KABOY1)		
From KABOY via 291° track to BUKLE		
GEORGE BUSH INTERCONTINENTAL	/HOUSTON (IA	λΗ) <u>:</u>
LANDING RUNWAYS 8L/8R, OR 9: From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.		
ALL OTHER RUNWAYS: From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.		
DAVID WAYNE HOOKS MEMORIAL (I From BUKLE via 304° track to FEE prior to FEELD.	DWH) AND LO ELD. Expect vec	NE STAR EXECUTIVE (CXO): ctors to final approach course
ALL OTHER AIRPORTS: From BUK Expect vectors to final approach course		
		6
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		, u

Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300 MSL.

OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306 MSL.

Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL.

Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305'

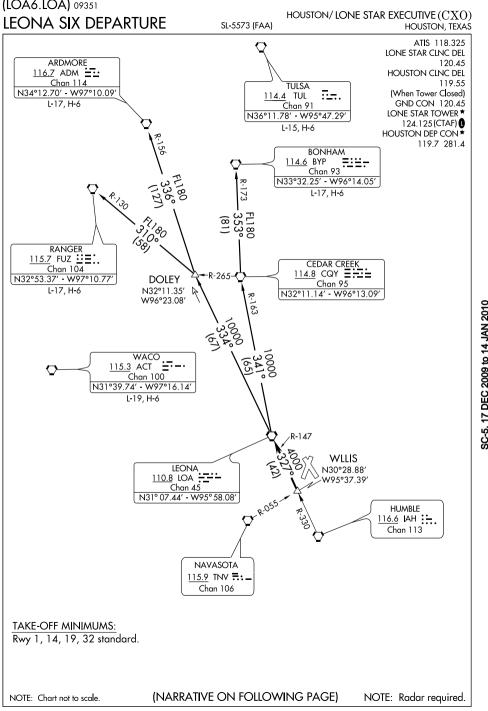
Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL. Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.

▼ DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WEDRI INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence

. . . . via IAH R-082 to HOURN INT, then via LCH R-253 to LCH VORTAC.

BATON ROUGE TRANSITION (LCH1.BTR): From over LCH VORTAC via LCH R-070 and BTR R-252 to BTR VORTAC.



(LOA6.LOA) 081*57* HOUSTON/LONE STAR EXECUTIVE (CXO)LEONA SIX DEPARTURE SL-5573 (FAA) HOUSTON, TEXAS V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence

... via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to

then via FUZ R-130 to FUZ VORTAC

DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY

VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC. RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT.

TAKE-OFF OBSTACLES

Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL. Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL. Obstruction

light on glide slope 387' from DER, 404' right of centerline, 23' AGL/258' MSL. Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL.

Rwy 14, Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL. Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300' MSL. Obstruction light on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL.

Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL.

Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL. Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL. Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL. Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL.

(LFK5.LFK) 09239 HOUSTON/LONE STAR EXECUTIVE (CXO)LUFKIN FIVE DEPARTURE SL-5573 (FAA) HOUSTON, TEXAS ATIS 118 325 LITTLE ROCK LONE STAR CLNC DEL 113.9 LIT :-120.45 HOUSTON CLNC DEL Chan 86 119.55 N34° 40.66' W92° 10.83′ (When Tower Closed) GND CON 120.45 L-18, H-6 LONE STAR TOWER* SKKIP N31°14.91' 124.125 (CTAF) **(** W94°39.45′ HOUSTON DEP CON * 119.7 281.4 LUFKIN 112.1 LFK Chan 58 N31° 09.74′ W94° 43.02′ COLET N30° 26.96' W95°09.61′ R-295 HUMBLE R-273 <u>116.6</u> IAH :≒. KYANN Chan 113 N30° 15.53′ DAISETTA TAKE-OFF MINIMUMS: W95° 13.96′ 116.9 DAS Rwy 1, 14, 19, 32, standard. Chan 116 NOTE: Radar Required. NOTE: For aircraft destined LIT, or overflying LIT or PXV. TAKE-OFF OBSTACLES: Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL. OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL. Tower 457'

DER, 134' right of centerline, up to 79' AGL/313' MSL. Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300' MSL. OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL. Multiple trees

from DER, 387' right of centerline, 45' AGL/275' MSL. Multiple trees beginning 788' from

beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL. Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL.

Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL. Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL. Pole 1411'

from DER, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL. NOTE: Chart not to scale.

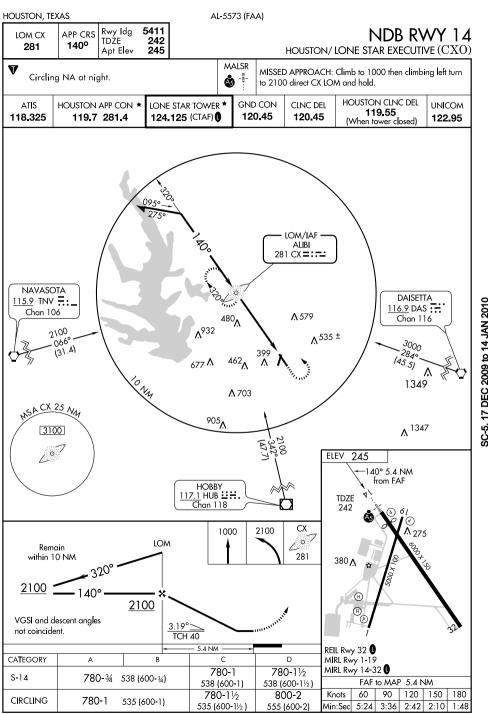


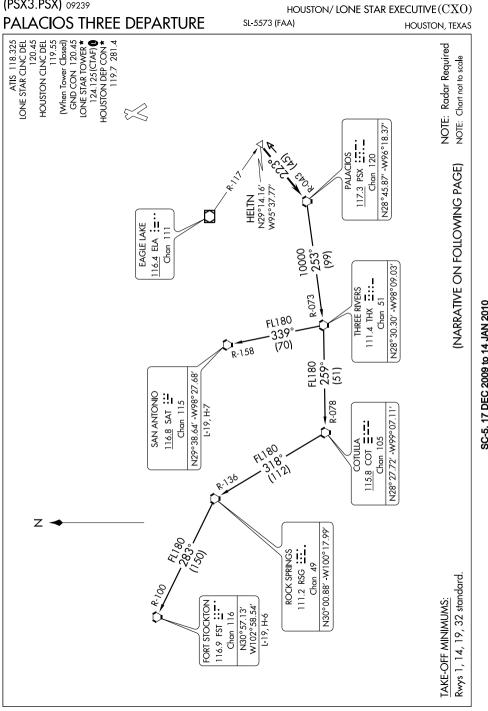
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence

. via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.





(PSX3.PSX) 081*57* HOUSTON/ LONE STAR EXECUTIVE (CXO)PALACIOS THREE DEPARTURE SL-5573 (FAA) HOUSTON, TEXAS

SC-5, 17 DEC 2009 to 14 JAN 2010

V DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT.

maintain 4000'. Expect filed altitude 10 minutes after departure. Thence via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC

via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG

VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC. SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC

via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES: Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL.

OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL. Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL.

Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL. Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300' MSL.

OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL.

Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL. Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.

Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL.

Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from DER, 990' right of centerline, 106' AGL/325'MSL.

(RIICE.RIICE2) 08213 ST-5461 (FAA) RIICE TWO ARRIVAL Transition Routes HOUSTON, TEXAS BILEE TRANSITION (BILEE.RIICE2): From over COWBOY BILEE INT via TNV R-334 and IAH R-313 to 116.2 CVE ..:= Chan 109 RIICE INT. Thence.... N32°53.42′ MILLSAP COLLEGE STATION TRANSITION (CLL.RIICE2): W96°54.24′ 117.7 MQP ==:-From over CLL VORTAC via CLL R-076 and IAH Chan 124 L-17. H-6 R-313 to RIICE INT. Thence.... N32°43.57 W97°59.85' COWBOY TRANSITION (CVE.RIJCE2): From L-17. H-6 over CVE VOR/DME via CVE R-160 to TORNN 12700 CHMPZ INT. Then via TNV R-334 to HOMRN INT. R-090 N32° 33.95′ Then via IAH R-313 to RIICE INT. Thence.... W96° 48 64' ILEXY TRANSITION (ILEXY.RIICE2): From over ILEXY INT via CIL R-238 to CIL VORTAC. Then via CLL R-076 and IAH R-313 to RIICE INT. LUKIY N32° 19.46′ Thence.... D'SO TINY (2) W97° 29.79′ LEONA TRANSITION (LOA.RIICE2): From over LOA VORTAC via LOA R-181 to BAZBL INT. R-334 WACO Then via IAH R-313 to RIICE INT. Thence.... 115.3 ACT =--Chan 100 LLANO TRANSITION (LLO.RIJCE2): From over R-093 LLO VORTAC via LLO R-080 to HOMRN INT. **TORNN** N31° 31.22′ Then via IAH R-313 to RIICE INT. Thence.... TURBOJETS (/E, /F, /G, /Q, SC-5, 17 DEC 2009 to 14 JAN 2010 W96° 30.88′ MILLSAP TRANSITION (MQP.RIICE2): From and /R [RNP-2.0]): Landina over MQP VORTAC via MQP R-124 TORNN IAH prepare to be reassigned INT. Then via TNV R-334 to HOMRN INT. the AGGEE STAR by ATC then via IAH R-313 to RIICE INT. Thence.... in lieu of this star. **HOOTZ** (Continued on following page) N31° 19.24' TURBOJETS: R.₂₈₈ . W96° 26.94' Landing East at IAH HOUSTON APP CON cross RIICE INT at 250K. 124.35 316.15 119.7 281.4 Landing East at IAH expect BILEE -R-268 GEORGE BUSH INTERCONTINENTAL clearance to cross RIICE INT N31° 09.75′ AIRPORT/HOUSTON ATIS at 10000. W96°23.31′ 124.05 Landing West at IAH expect L-17, H-6 DAVID WAYNE HOOKS ATIS clearance to cross RIICE INT 124.95 at 12000. WILLIAM P. HOBBY ATIS 124.6 **HOMRN** N30° 50.00′ FL195 W96° 15.80′ LEONA ._.. 080° **ARNNE** (130)Chan 45 N30° 43.74′ BAZBL N31°07.44′-W95°58.08′ IIANO W96° 33.00′ N30° 38.27' L-19-21, H-6 108.2 LLO :=:: W96° 03.40′ Chan 19 N30° 47.78′-W98° 47.24′ 5000 L-19, H-6-7 **BAATS** *2000 N30° 31.60′ 5000 CENTEX 076° W95° 56.38′ *2000 112.8 CWK ==== (19)058° Chan 75 RIICE COLLEGE STATION N30° 27.15 113.3 CLL :::: - R-088 -W95° 51.71′ Chan 80 **ILEXY** N30° 36.30′-W96°25.24′ See following N30° 21.17′ L-19-21, H-7 page for W97° 04.76' NAVASOTA L-17-19-21 arrival routes. 115.9 TNV =:_ NOTE: Chart not to scale. Chan 106 NOTE: CLL transition for CLL departures only. NOTE: ILEXY transition for Austin terminal departures only.

(RIICE.RIICE2) 08213 ST-5461 (FAA) RIICE TWO ARRIVAL Arrival Routes HOUSTON, TEXAS RIICE — HOUSTON APP CON N30° 27.15' 124.35 316.15 **BRKMN** 1197 2814 W95° 51.71′ 40°00 N30° 23.44′ GEORGE BUSH INTERCONTINENTAL W95° 47.82′ AIRPORT/HOUSTON ATIS LONE STAR EXECUTIVE 124.05 O DAVID WAYNE HOOKS ATIS R-058 124 95 WILLIAM P. HOBBY ATIS JERZ 1246 N30° 12.30′ R-094 W95° 36.19′ LYYTE NAVASOTA N30° 06.35′ 116.9 DAS 115.9 TNV .:. W95° 30.00′ Chan 116 R-259 Chan 106 085° 116.9 DAS (34)ADVL Chan 116 DAVID WAYNE HOOKS R-256 N30° 06.31 MEMORIAL W94° 50.80′ NINFA GEORGE BUSH N30° 04.09' R.050 INTERCONTINENTAL/ W94° 50.80′ BANTY **HOUSTON** 116.4 ELA N30° 04.12′ W95° 27.68′ **SEEYA** 116.4 ELA N29° 54.33′ AAAXX W94° 50 85' N29° 54.61′ W 95° 23.75′ HUMBLE 116.6 IAH :≒. TURBOJETS: Chan 113 Landina East at IAH cross RIICE INT at 250K. **UUSTN** Landing East at IAH expect clearance to cross N29° 48.54' RIICE INT at 10,000. W95° 21.15' Landing West at IAH expect clearance to cross RIICE INT at 12,000.

TURBOJETS (/E, /F, /G, /Q, and /R [RNP-2.0]): Landing IAH prepare to be reassigned the AGGEE STAR by ATC in lieu of this star.

Landing West at IAH cross BRKMN INT at 250K.

NOTE: Chart not to scale.

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

....From over RIICE INT via IAH R-313 to LYYTE INT. Landing Runway 26L/26R or 27; fly heading 085° for vectors to final approach course. For /E, /F, /G, /Q and /R (RNP-2.0), equipped aircraft from LYYTE INT direct ADVLL WP, expect vectors to final approach course prior to ADVLL WP; if not received by ADVLL WP, fly present heading.

WILLIAM P HOBBY Φ

WILLIAM P. HOBBY (HOU) (ATC ASSIGNED):

....From over RIICE INT via IAH R-313 to LYYTE INT, then via HUB R-332 to UUSTN INT, expect vectors to final approach course at or prior to UUSTN INT.

DAVID WAYNE HOOKS MEMORIAL (DWH) and LONE STAR EXCUTIVE (CXO):

....From over RIICE INT via IAH R-313 to LYYTE INT, expect vectors to final approach course at or prior to LYYTE INT.

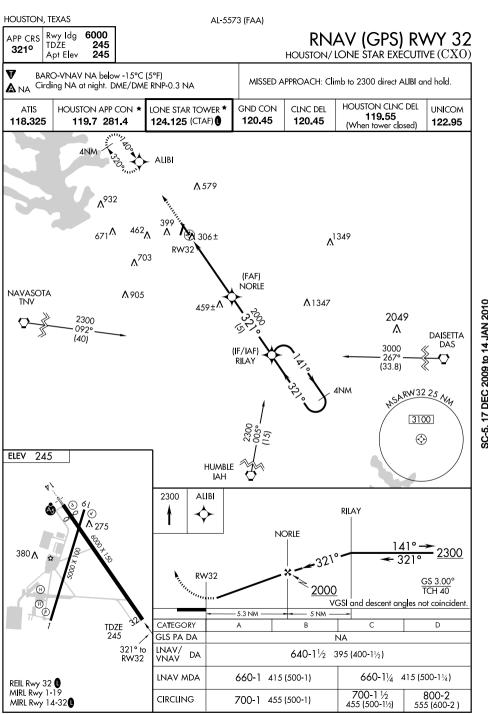
ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to LYYTE INT.

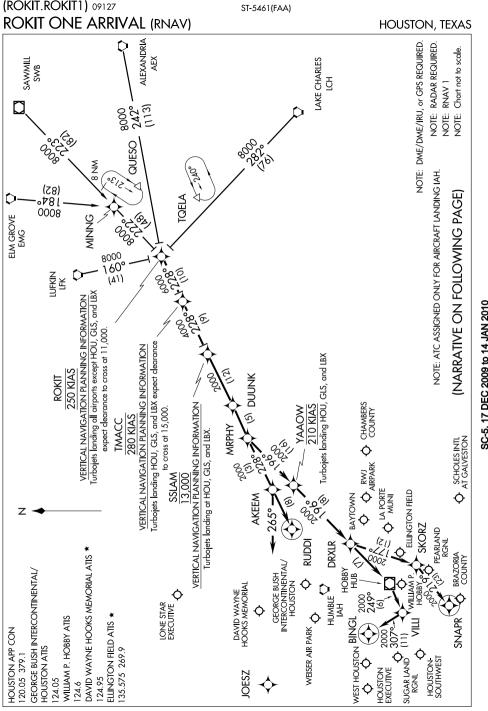
SC-5. 17 DEC 2009 to 14 JAN 2010

113.6 MHF

HOBBY

117.1 HUB ::::





HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational. ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG,

LCH, and DAS must be operational.

LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational. LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must

be operational. SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

.... From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):

present heading.

(ROKIT.ROKIT1) 09239

Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 4 From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR.

RUNWAY 12R From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly

ALL OTHER RUNWAYS From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

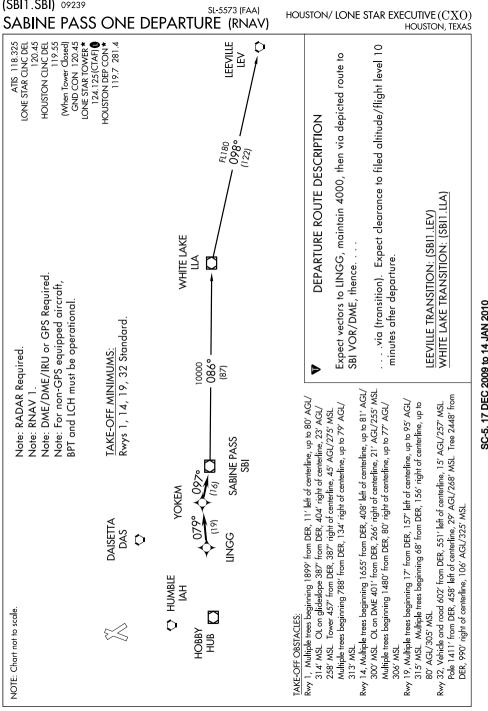
FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

RUNWAYS 8 L/R and 9 From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

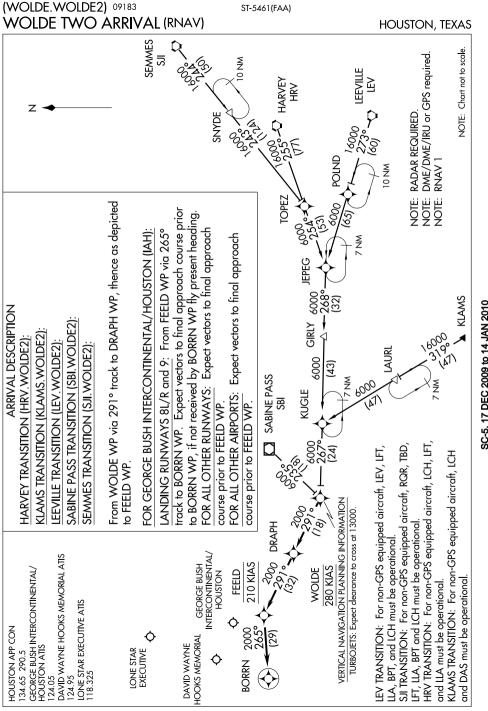
ALL OTHER RUNWAYS From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

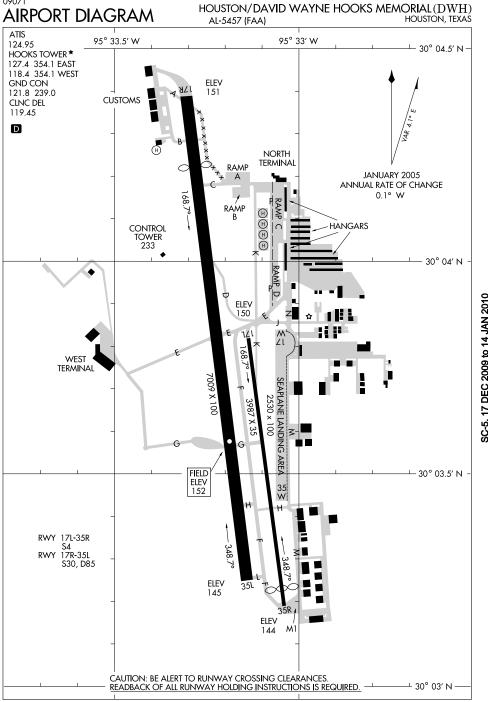
FOR OTHER SATELLITE AIRPORTS:

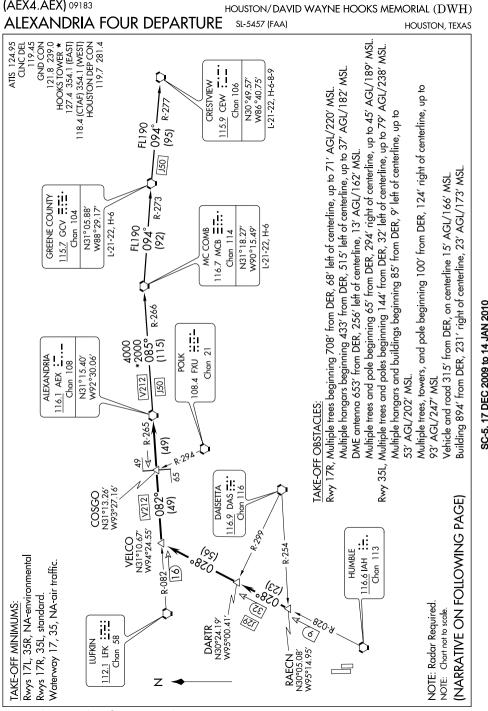
.... From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.



(VUH3.VUH) 09071 HOUSTON/LONE STAR EXECUTIVE (CXO)SCHOLES THREE DEPARTURE SL-5573 (FAA) HOUSTON, TEXAS TAKE-OFF OBSTACLES: Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL. OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL. Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL. Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL. Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300' MSL. OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL. Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL. Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL. Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL. Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.







(AEX4.AEX) 09071 HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH) ALEXANDRIA FOUR DEPARTURE SL-5457 (FAA) HOUSTON, TEXAS V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading for vectors to RAECN INT. maintain 4000', expect filed altitude 10 minutes after departure. Thence via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AFX VORTAC THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE: CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC,

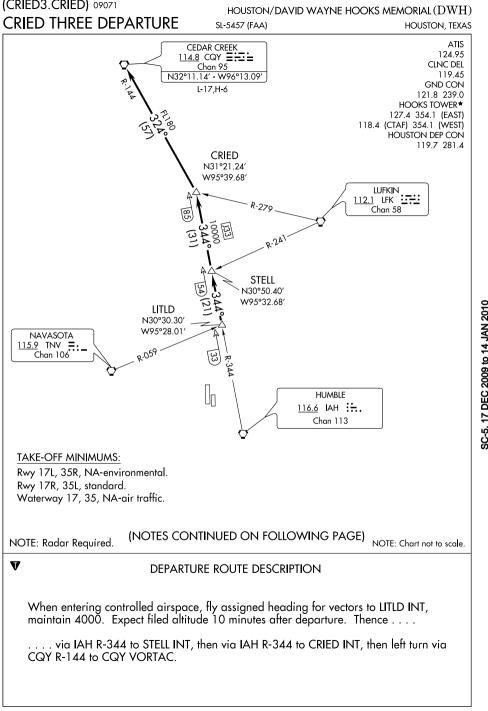
route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off

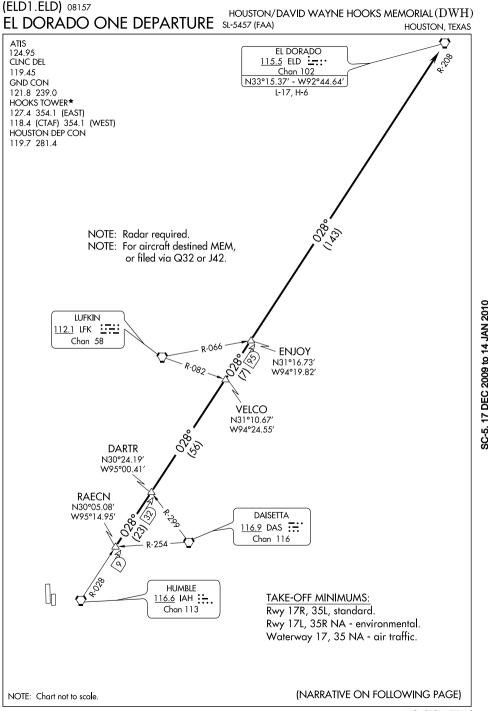
GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet

then via GCV R-094 and CEW R-277 to CEW VORTAC

MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.



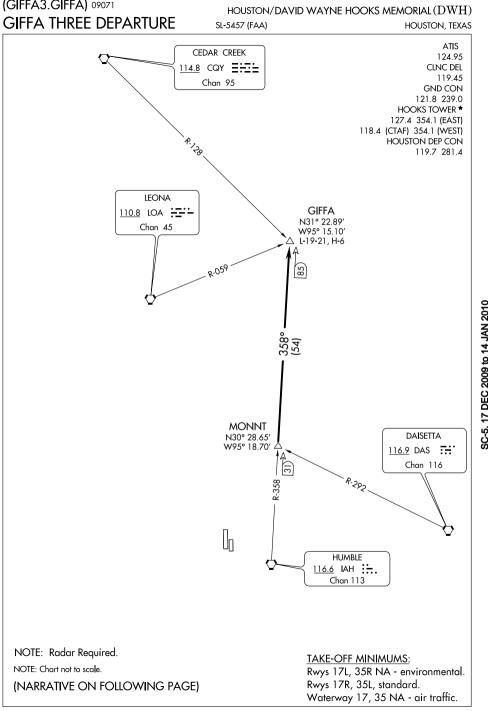
(CRIED3.CRIED) 09071 HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH) CRIED THREE DEPARTURE SL-5457 (FAA) HOUSTON, TEXAS TAKE-OFF OBSTACLES: Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/220' MSL. Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL. DME antenna 653' from DER, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL. Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238' MSL. Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL. Multiple trees, towers and pole beginning 100' from DER, 124' right of centerline, up to 93' AGL/247' MSL. Vehicle and road 315' from DER, on centerline 15' AGL/166' MSL. Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL. SC-5, 17 DEC 2009 to 14 JAN 2010



HOOKS MEMORIAL (DWH) HOUSTON, TEXAS
ors to RAECN INT, Thence

TAKE-OFF OBSTACLES Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/

220' MSL. Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL. DME antenna 653' from DER, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL.
Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238' MSL. Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL. Multiple trees, towers and pole beginning 100' from DER, 124' right of centerline, up to 93' AGL/247' MSL. Vehicle and road 315', from DER, on centerline 15' AGL/166' MSL. Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.



(GIFFA3.GIFFA) 09071 HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH) GIFFA THRFF DFPARTURE SL-5457 (FAA)

HOUSTON, TEXAS

SC-5, 17 DEC 2009 to 14 JAN 2010



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to

71' AGL/220' MSL.

Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL.

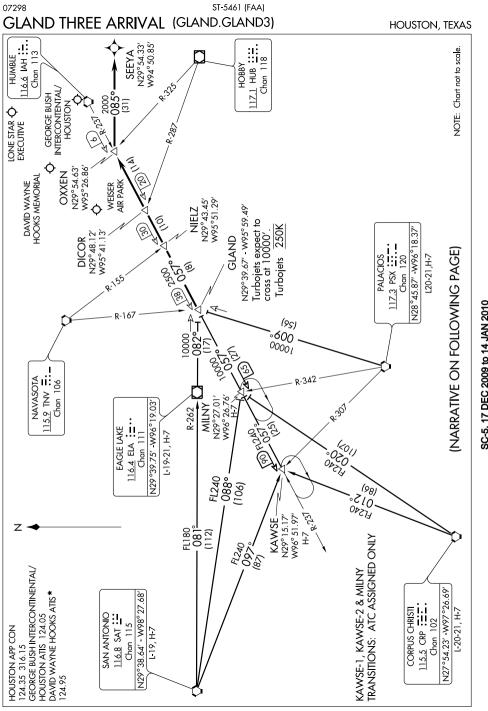
DME antenna 653' from DER, 256' left of centelrine, 13' AGL/182' MSL. Multiple trees and pole beginning 85' from DER, 294' right of centerline,

up to 45' AGL/189' MSL. Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline,

up to 79' AGL/238' MSL. Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL.

Multiple trees, towers and pole beginning 100' from DER, 124' right of centerline, up to 93' AGL/247' MSL.

Vehicle and road 315' from DER, on centerline, 15' AGL/166' MSL. Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.



SC-5, 17 DEC 2009 to 14 JAN 2010

GLAND THREE ARRIVAL (GLAND.GLAND3)

ARRIVAL DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.GLAND3): From over CRP VORTAC via CRP R-020 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

EAGLE LAKE TRANSITION (ELA.GLAND3): From over ELA VOR/DME via ELA R-082 to GLAND INT. Thence. . . .

KAWSE-1 TRANSITION (KAWSE-1.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-097 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence

KAWSE-2 TRANSITION (KAWSE-2.GLAND3): (ATC assigned.) From over CRP VORTAC via CRP R-012 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence....

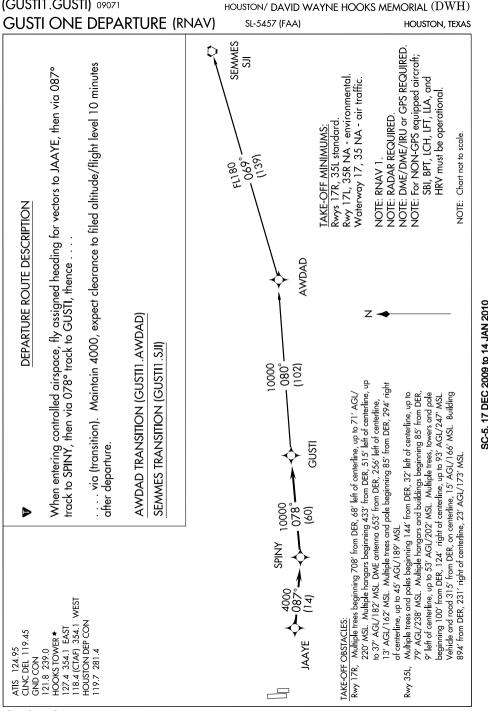
MILNY TRANSITION (MILNY.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-088 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

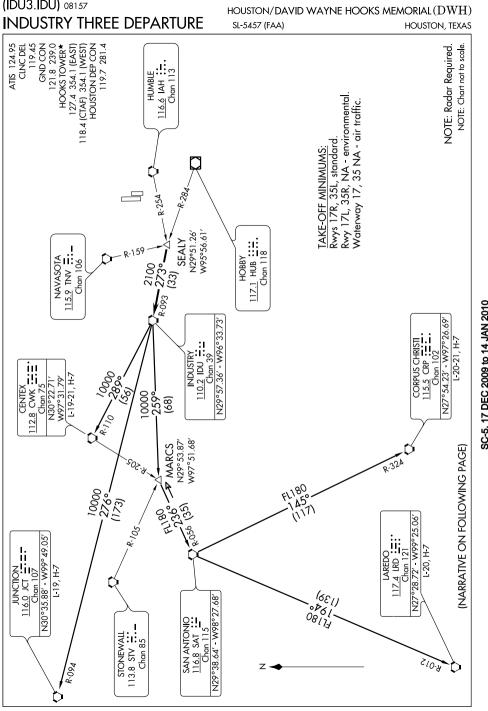
PALACIOS TRANSITION (PSX.GLAND3): From over PSX VORTAC via PSX R-009 to GLAND INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.GLAND3): From over SAT VORTAC via R-081 and ELA R-262 to ELA VOR/DME, then via ELA R-082 to GLAND INT. Thence. . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over GLAND INT via IAH R-237 to OXXEN INT, landing runways 26 L/R or 27 fly heading 085° for vectors to final approach course. For /E, /F, /G, /R (RNP-2.0), equipped aircraft: from over OXXEN INT direct SEEYA WP, expect vector to final approach course prior to SEEYA WP, if not received by SEEYA WP fly present heading. All other runways, expect vectors to final approach course at or prior to OXXEN INT.

<u>FOR ALL OTHER AIRPORTS:</u> From over GLAND INT via IAH R-237 to OXXEN INT. Expect vectors to final approach course at or prior to OXXEN INT.





(IDU3.IDU) 081*57* HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH) INDUSTRY THREE DEPARTURE HOUSTON, TEXAS SL-5457 (FAA) v

DEPARTURE ROUTE DESCRIPTION



When entering controlled airspace, fly assigned heading for vectors to SEALY INT.

Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence VIA IDU R-093 to IDU VORTAC

the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to

JCT VORTAC. LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC

via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

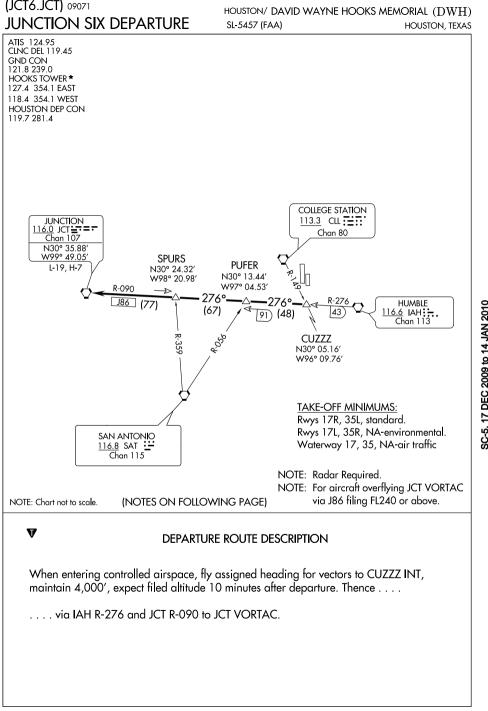
TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/220' MSL. Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL.

DME antenna 653' from DER, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and

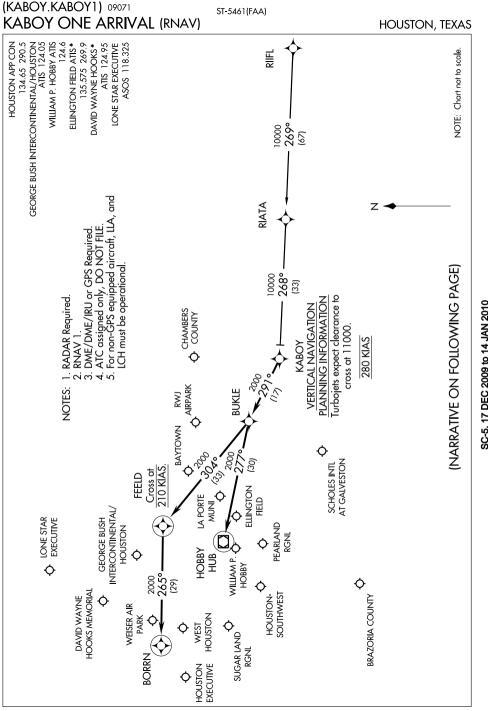
pole beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL. Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238'

MSL. Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL. Multiple trees, towers and pole beginning 100' from DER, 124' right of centerline, up to 93' AG:/247' MSL. Vehicle and road 315' from DER, on centerline, 15' AGL/166' MSL. Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.



(JCI6.JCI) 09071 HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH) JUNCTION SIX DEPARTURE SL-5457 (FAA) HOUSTON, TEXAS TAKE-OFF OBSTACLES: Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/220' MSL. Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL. DME antenna 653' from DER, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL. Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238' MSL. Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL. Multiple trees, towers and pole beginning

100' from DER, 124' right of centerline, up to 93' AGL/247' MSL. Vehicle and road 316' from DER, on centerline 15' AGL/166' MSL. Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.



(KABOY.KABOY1) 09071	ST-5461(FAA)	
KABOY ONE ARRIVAL (RNAV)		HOUSTON, TEXAS
ARR	RIVAL DESCRIPT	ION
RIIFL TRANSITION (RIIFL.KABOY1)		
From KABOY via 291° track to BUKLE		
GEORGE BUSH INTERCONTINENTAL	/HOUSTON (IA	λΗ) <u>:</u>
LANDING RUNWAYS 8L/8R, OR 9: . depicted to BORRN. Expect vectors to received by BORRN, fly present heading	final approach	
ALL OTHER RUNWAYS: From BI approach course prior to FEELD.	UKLE via 304° 1	track to FEELD. Expect vectors to final
DAVID WAYNE HOOKS MEMORIAL (I From BUKLE via 304° track to FEE prior to FEELD.	DWH) AND LO ELD. Expect vec	NE STAR EXECUTIVE (CXO): ctors to final approach course
ALL OTHER AIRPORTS: From BUK Expect vectors to final approach course		
		6
		5
		, u

(LCHT.LCH) 09071 HOUSTON/ DAVID WAYNE HOOKS MEMORIAL (DWH)

LAKE CHARLES

113.4 LCH

Chan 81

N30°08 49′-W93°06 33′

LAKE CHARLES ONE DEPARTURE SI-5457 (FAA)

DAISETTA

116.9 DAS :-

Chan 116

HOURN

N29°59.76′

W94°18.27′

6000

-082°>

ATIS 124.95 CLNC DEL 119.45 GND CON 121.8 239.0 HOOKS TOWER * 127.4 354.1 (EAST) 118.4 354.1 (WEST) HOUSTON DEP CON 119.7 281.4

R-082

HUMBLE

Thence

40

WFDRI

N29°59.19'

W94°34 73'

HOUSTON, TEXAS

BATON ROUGE 116.5 BTR

Chan 112

N30°29.11′- W91°17.64′

L-21-22, H-7

R-252

FL180

*2900 - 070° (96)

TAKE-OFF MINIMUMS:

Rwy 17R, 35L standard.

Rwy 17L, 35R NA - environmental.

Waterway 17, 35 NA - air traffic.

SC-5 17 DEC 2009 to 14 JAN 2010

116.6 IAH :≒. NOTE: Radar Required. Chan 113 NOTE: Chart not to scale. **TAKE-OFF OBSTACLES** Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/220' MSL. Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL. DME antenna 653' from DER, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSI Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/ 238' MSL. Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL. Multiple trees, towers and pole beginning 100' from DER, 124' right of centerline, up to 93' AGL/247' MSL. Vehicle and road 315' from DER, on centerline 15' AGL/166' MSL. Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.

073°

(63)

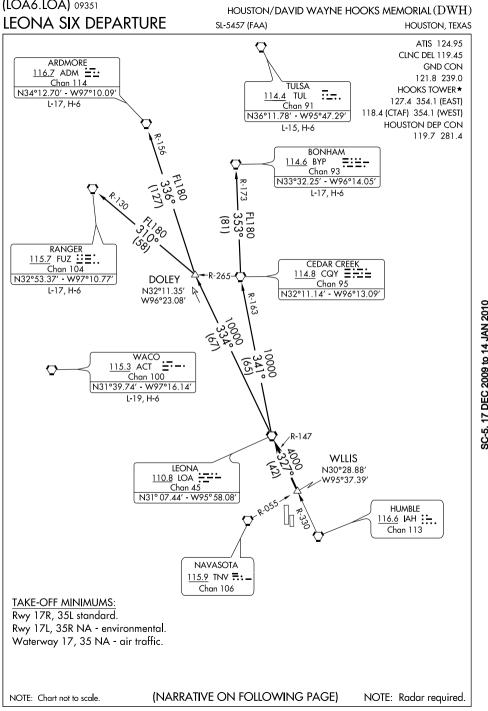
from DER, on centerline 15' AGL/166' MSL. Building 894' from DER, 231' right centerline, 23' AGL/173' MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WEDRI INT, maintain 4000, expect filed altitude 10 minutes after departure.

. . . . via IAH R-082 to HOURN INT, then via LCH R-253 to LCH VORTAC.

<u>BATON ROUGE TRANSITION (LCH1.BTR)</u>: From over LCH VORTAC via LCH R-070 and BTR R-252 to BTR VORTAC.



(LOA6.LOA) 081*57* HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)LEONA SIX DEPARTURE SL-5457 (FAA) HOUSTON, TEXAS V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading for vectors to WLUS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence

via LOA R-147 to LOA VORTAC

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to

DOLEY INT, then via ADM R-156 to ADM VORTAC.

FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT. then via FUZ R-130 to FUZ VORTAC **TAKE-OFF OBSTACLES**

Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/220' MSL.

DME antenna 653' from DER, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL. Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238'

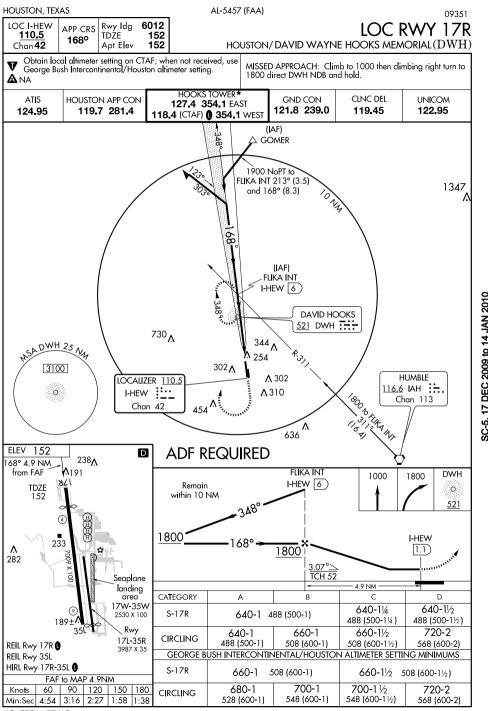
Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL.

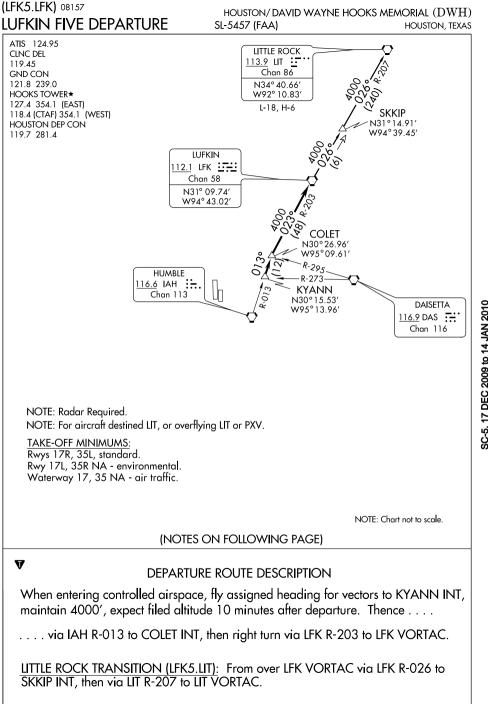
MSL. Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53'

AGL/202' MSL. Multiple trees, towers and pole beginning 100' from DER, 124' right of

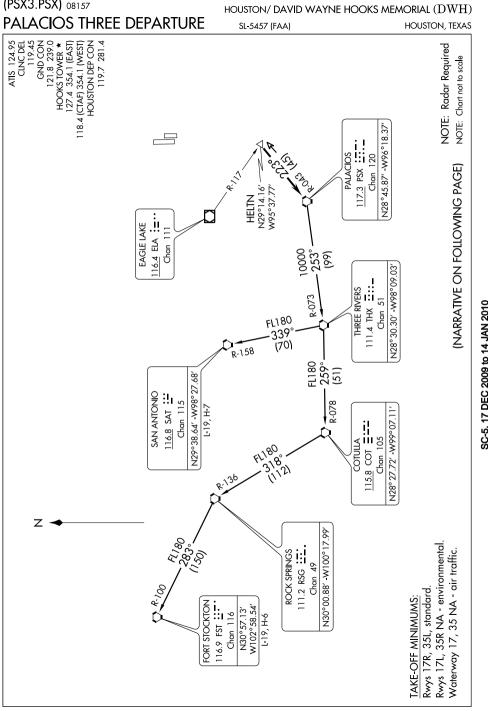
centerline, up to 93' AGL/247' MSL. Vehicle and road 315' from DER, on centerline 15' AGL/166' MSL. Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC





(LFK5.LFK) 08157 HOUSTON/ DAVID WAYNE HOOKS MEMORIAL (DWH)LUFKIN FIVE DEPARTURE SL-5457 (FAA) HOUSTON, TEXAS TAKE-OFF OBSTACLES Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/220' MSL. Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL. DME antenna 653' from DER, 256' left of centelrine, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL. Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238' MSL. Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL. Multiple trees, towers and pole beginning 100' from DER, 124' right of centerline, up to 93' AGL/247' MSL. Vehicle and road 315' from DER, on centerline, 15' AGL/166' MSL. Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL. SC-5, 17 DEC 2009 to 14 JAN 2010



(PSX3.PSX) ₀₈₁₅₇ HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH) PALACIOS THREE DEPARTURE SL-5457 (FAA) HOUSTON, TEXAS V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence via PSX R-043 to PSX VORTAC. FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC. SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-1.58 to SAT VORTAC TAKE-OFF OBSTACLES: Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/220' MSL. Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL. DME antenna 653' from DER, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and poles beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL.

Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238' MSL.

Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL.

Multiple trees, towers and pole beginning 100' from DER, 124' right of centerline, up to 93' AGL/247' MSL. Vehicle and road 315' from DER, on centerline 15' AGL/166' MSL.

Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.

(RIICE.RIICE2) 08213 ST-5461 (FAA) RIICE TWO ARRIVAL Transition Routes HOUSTON, TEXAS BILEE TRANSITION (BILEE.RIICE2): From over COWBOY BILEE INT via TNV R-334 and IAH R-313 to 116.2 CVE ..:= Chan 109 RIICE INT. Thence.... N32°53.42′ MILLSAP COLLEGE STATION TRANSITION (CLL.RIICE2): W96°54.24′ 117.7 MQP ==:-From over CLL VORTAC via CLL R-076 and IAH Chan 124 L-17. H-6 R-313 to RIICE INT. Thence.... N32°43.57 W97°59.85' COWBOY TRANSITION (CVE.RIJCE2): From L-17. H-6 over CVE VOR/DME via CVE R-160 to TORNN 12700 CHMPZ INT. Then via TNV R-334 to HOMRN INT. R-090 N32° 33.95′ Then via IAH R-313 to RIICE INT. Thence.... W96° 48 64' ILEXY TRANSITION (ILEXY.RIICE2): From over ILEXY INT via CIL R-238 to CIL VORTAC. Then via CLL R-076 and IAH R-313 to RIICE INT. LUKIY N32° 19.46′ Thence.... D'SO TINY (2) W97° 29.79′ LEONA TRANSITION (LOA.RIICE2): From over LOA VORTAC via LOA R-181 to BAZBL INT. R-334 WACO Then via IAH R-313 to RIICE INT. Thence.... 115.3 ACT =--Chan 100 LLANO TRANSITION (LLO.RIJCE2): From over R-093 LLO VORTAC via LLO R-080 to HOMRN INT. **TORNN** N31° 31.22′ Then via IAH R-313 to RIICE INT. Thence.... TURBOJETS (/E, /F, /G, /Q, SC-5, 17 DEC 2009 to 14 JAN 2010 W96° 30.88′ MILLSAP TRANSITION (MQP.RIICE2): From and /R [RNP-2.0]): Landina over MQP VORTAC via MQP R-124 TORNN IAH prepare to be reassigned INT. Then via TNV R-334 to HOMRN INT. the AGGEE STAR by ATC then via IAH R-313 to RIICE INT. Thence.... in lieu of this star. HOOTZ (Continued on following page) N31° 19.24' TURBOJETS: R.₂₈₈ . W96° 26.94' Landing East at IAH HOUSTON APP CON cross RIICE INT at 250K. 124.35 316.15 119.7 281.4 Landing East at IAH expect BILEE -R-268 GEORGE BUSH INTERCONTINENTAL clearance to cross RIICE INT N31° 09.75′ AIRPORT/HOUSTON ATIS at 10000. W96°23.31′ 124.05 Landing West at IAH expect L-17, H-6 DAVID WAYNE HOOKS ATIS clearance to cross RIICE INT 124.95 at 12000. WILLIAM P. HOBBY ATIS 124.6 **HOMRN** N30° 50.00′ FL195 W96° 15.80′ LEONA ._.. 080° **ARNNE** (130)Chan 45 N30° 43.74′ BAZBL N31°07.44′-W95°58.08′ IIANO W96° 33.00′ N30° 38.27' L-19-21, H-6 108.2 LLO :=:: W96° 03.40′ Chan 19 N30° 47.78′-W98° 47.24′ 5000 L-19, H-6-7 **BAATS** *2000 N30° 31.60′ 5000 CENTEX 076° W95° 56.38′ *2000 112.8 CWK ==== (19)058° Chan 75 RIICE COLLEGE STATION N30° 27.15 113.3 CLL :::: - R-088 -W95° 51.71′ Chan 80 **ILEXY** N30° 36.30′-W96°25.24′ See following N30° 21.17′ L-19-21, H-7 page for W97° 04.76' NAVASOTA L-17-19-21 arrival routes. 115.9 TNV =:_ NOTE: Chart not to scale. Chan 106 NOTE: CLL transition for CLL departures only. NOTE: ILEXY transition for Austin terminal departures only.

(RIICE.RIICE2) 08213 ST-5461 (FAA) RIICE TWO ARRIVAL Arrival Routes HOUSTON, TEXAS RIICE — HOUSTON APP CON N30° 27.15' 124.35 316.15 **BRKMN** 1197 2814 W95° 51.71′ 40° N30° 23.44′ GEORGE BUSH INTERCONTINENTAL W95° 47.82′ AIRPORT/HOUSTON ATIS LONE STAR EXECUTIVE 124.05 O DAVID WAYNE HOOKS ATIS R-058 124 95 WILLIAM P. HOBBY ATIS JERZ 1246 N30° 12.30′ R-094 W95° 36.19′ LYYTE NAVASOTA N30° 06.35′ 116.9 DAS 115.9 TNV .:. W95° 30.00′ Chan 116 R-259 Chan 106 085° 116.9 DAS (34)ADVL Chan 116 DAVID WAYNE HOOKS R-256 N30° 06.31 MEMORIAL W94° 50.80′ NINFA GEORGE BUSH N30° 04.09' R.050 INTERCONTINENTAL/ W94° 50.80′ BANTY **HOUSTON** 116.4 ELA N30° 04.12′ W95° 27.68′ **SEEYA** 116.4 ELA N29° 54.33′ AAAXX W94° 50 85' N29° 54.61′ W 95° 23.75′ HUMBLE 116.6 IAH :≒. TURBOJETS: Chan 113 Landina East at IAH cross RIICE INT at 250K. **UUSTN** Landing East at IAH expect clearance to cross N29° 48.54' RIICE INT at 10,000. W95° 21.15' Landing West at IAH expect clearance to cross RIICE INT at 12,000.

TURBOJETS (/E, /F, /G, /Q, and /R [RNP-2.0]): Landing IAH prepare to be reassigned the AGGEE STAR by ATC in lieu of this star.

Landing West at IAH cross BRKMN INT at 250K.

NOTE: Chart not to scale.

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

....From over RIICE INT via IAH R-313 to LYYTE INT. Landing Runway 26L/26R or 27; fly heading 085° for vectors to final approach course. For /E, /F, /G, /Q and /R (RNP-2.0), equipped aircraft from LYYTE INT direct ADVLL WP, expect vectors to final approach course prior to ADVLL WP; if not received by ADVLL WP, fly present heading.

WILLIAM P HOBBY Φ

WILLIAM P. HOBBY (HOU) (ATC ASSIGNED):

....From over RIICE INT via IAH R-313 to LYYTE INT, then via HUB R-332 to UUSTN INT, expect vectors to final approach course at or prior to UUSTN INT.

DAVID WAYNE HOOKS MEMORIAL (DWH) and LONE STAR EXCUTIVE (CXO):

....From over RIICE INT via IAH R-313 to LYYTE INT, expect vectors to final approach course at or prior to LYYTE INT.

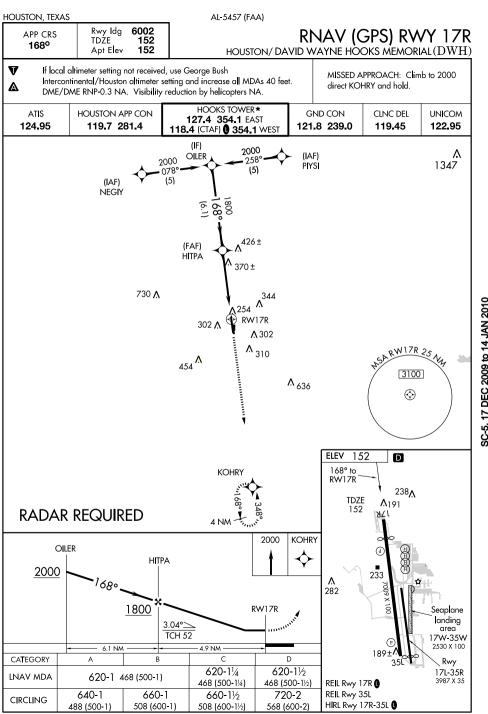
ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to LYYTE INT.

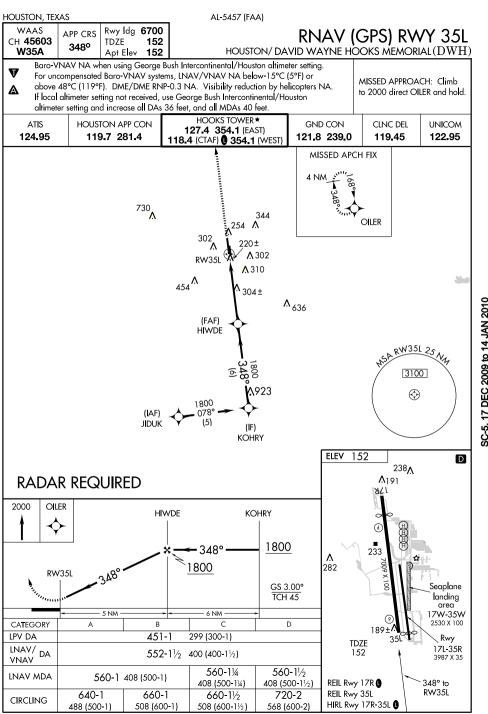
SC-5. 17 DEC 2009 to 14 JAN 2010

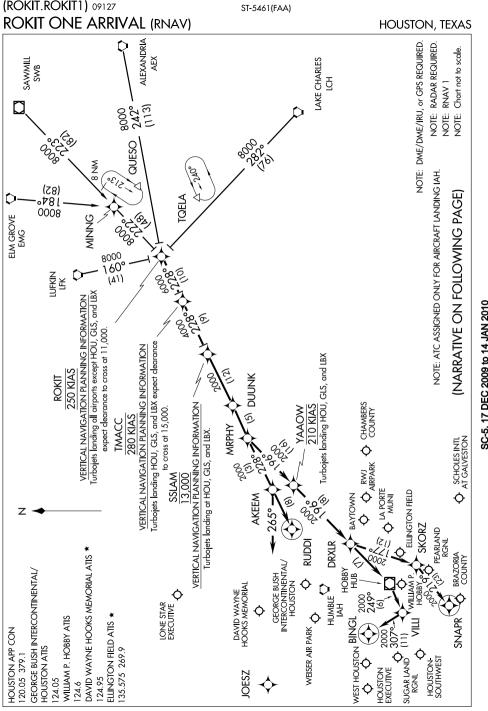
113.6 MHF

HOBBY

117.1 HUB ::::







HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational. ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG,

LCH, and DAS must be operational.

LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational. LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must

be operational. SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

.... From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):

present heading.

(ROKIT.ROKIT1) 09239

Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 4 From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR.

RUNWAY 12R From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly

ALL OTHER RUNWAYS From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

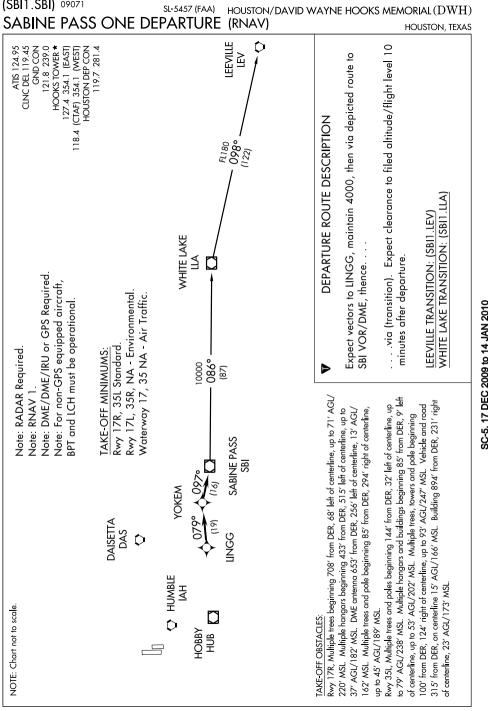
FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

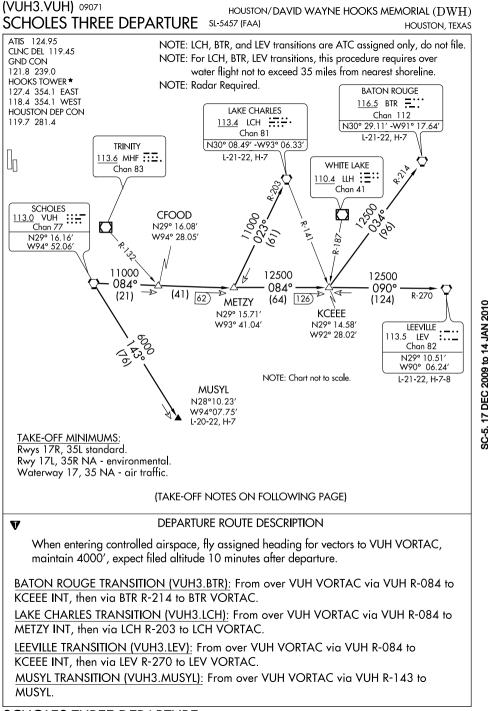
RUNWAYS 8 L/R and 9 From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:

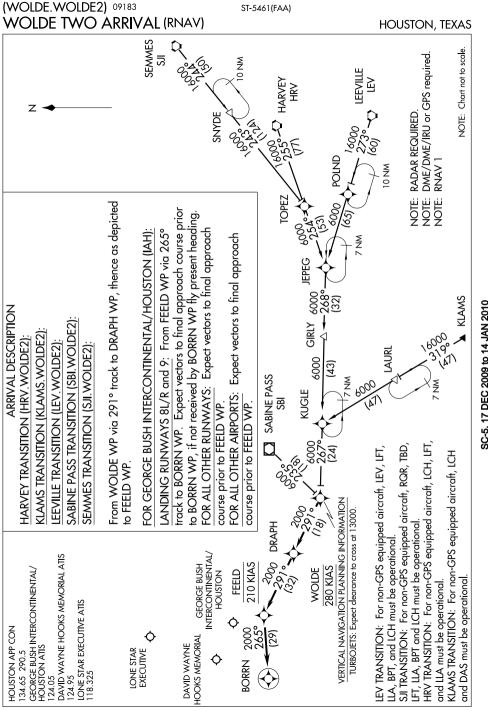
.... From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

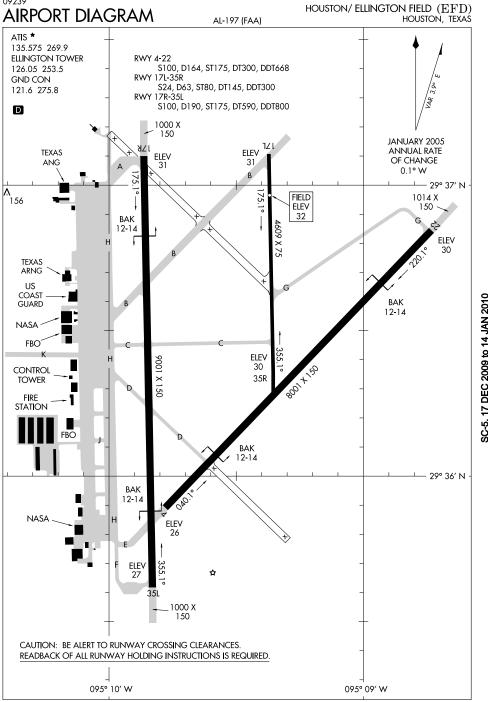


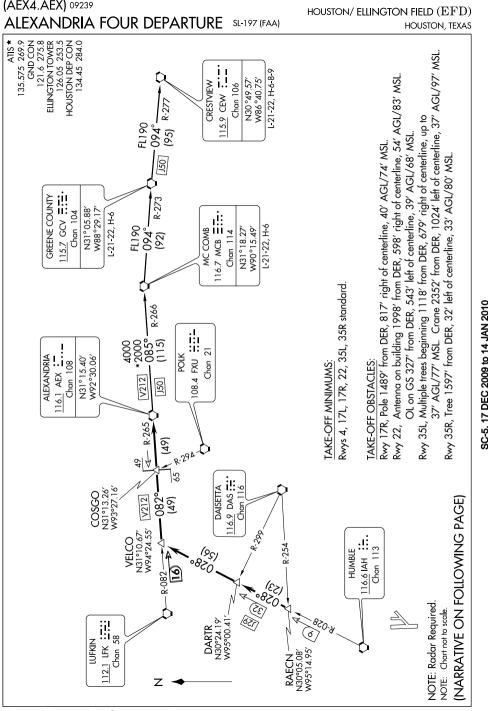


(VUH3.VUH) o		HOUSTON/ DAVID WAYNE HOOKS MEM	MORIAL (DWH)
SCHOLES TH	IREE DEPARTURE	SL-5457 (FAA)	HOUSTON, TEXAS
TAKE-OFF	OBSTACLES:		
Rwy 17R,	71' AGL/220' MSL. Multiple hangars beginning up to 37' AGL/182' MSL. DME antenna 653' from DI	D8' from DER, 68' left of centerline, up to g 433' from DER, 515' left of centerline, IER, 256' left of centerline, 13' AGL/162' MSL. ginning 85' from DER, 294' right of centerline,	
Rwy 35L,	up to 79' AGL/238' MSL. Multiple hangars and build up to 53' AGL/202' MSL. Multiple trees, towers and p centerline, up to 93' AGL/2 Vehicle and road 315' from	ginning 144' from DER, 32' left of centerline, dings beginning 85' from DER, 9' left of centerli pole beginning 100' from DER, 124' right of 247' MSL. m DER, on centerline, 15' AGL/166' MSL. 31' right of centerline, 23' AGL/173' MSL.	ine,

HOUSTON, TEXAS AL-5457 (FAA) VORTAC IAH 6700 Rwy Idg VOR/DME RNAV RWY 35L APP CRS 116.6 TDŹE 152 348° HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH) Apt Elev 152 Chan 113 7 Obtain local altimeter setting on CTAF; when not received, MISSED APPROACH: Climb to 1800 direct OILER use George Bush Intercontinental/Houston altimeter setting and hold. A NA HOOKS TOWER ★ CLNC DEL ATIS HOUSTON APP CON GND CON UNICOM 127.4 354.1 EAST 124.95 119.7 281.4 121.8 239.0 119.45 122.95 118.4 (CTAF) 0 354.1 WEST Λ MSA RW35L 25 Ny 4 NM 1347 Oller 3100 N30°14.11′ -W95°34.71′ 116.6 JAH 319.0° -20.6 - 90 -⁷³⁰ ∧ ۸³⁴⁴ **1** 254 ³⁰² ∧ ۸³⁰² -FAF - MAP -SC-5 17 DEC 2009 to 14 JAN 2010 N30°03.25′ -W95°33.12′ **HIWDE** 116.6 IAH 293.5°-12.2 **∧**310 N29°58.30′ -W95°32.40′ - 90 -116.6 IAH 270.0°-10.2 ۸ - 90 -454 **1** 636 **1** € 2000 (10.31 STRUK HUMBLE N29°59.25′ -W95°41.07′ 116.6 IAH 🚼 . 116.6 IAH 271.0°-17.8 Chan 113 90 -IAF **ELEV 152** D **KOHRY** N29°53.32′ -W95°31.67′ 116.6 IAH 241.8°-10.3 4 NM 90 -238∧ **∆**191 4 NM 1800 OILER **KOHRY** 17R Holding Pattern HIWDE 2000 348° RW35L ∠ 3.04° 2000 TCH 45 233 1800 ۸ 282 5 NM 5 NM C CATEGORY Α D 8 Seaplane 620-11/4 620-11/2 landing S-35L 620-1 468 (500-1) 468 (500-11/4) 468 (500-11/2) area **TDZE** 17W-35W 660-1 660-11/5 720-2 640 - 1152 P CIRCLING 2530 X 100 488 (500-1) 508 (600-1) 508 (600-11/2) 568 (600-2) 189±^ GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS 35L Rwy 17L-35R S-35L 660-1 508 (600-1) 660-11/2 508 (600-11/2) REIL Rwy 17R 1 3987 X 35 **REIL Rwy 35L** 348° to 680-1 700-1 700-11/2 720-2 CIRCLING MAP WP HIRL Rwy 17R-35L 0 528 (600-1) 548 (600-1) 548 (600-11/2) 568 (600-2)







(AEX4.AEX) 09071 HOUSTON/ ELLINGTON FIELD (EFD) ALEXANDRIA FOUR DEPARTURE SI-197 (FAA) HOUSTON, TEXAS DEPARTURE ROUTE DESCRIPTION Expect vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after

departure. Thence

V

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265

to AEX VORTAC. THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY

DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via

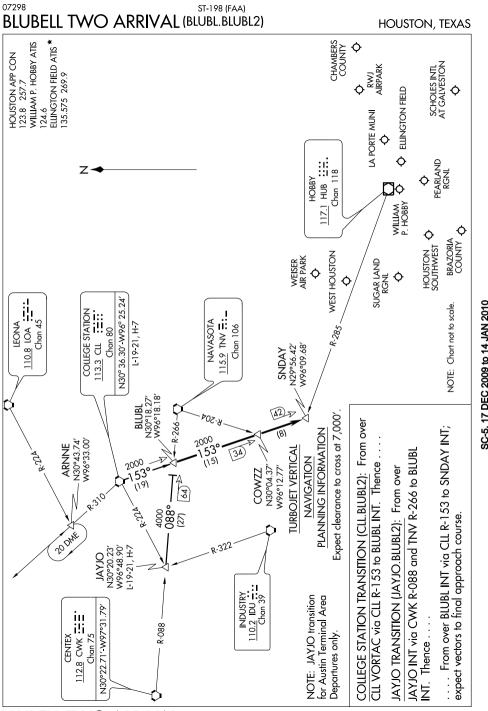
AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

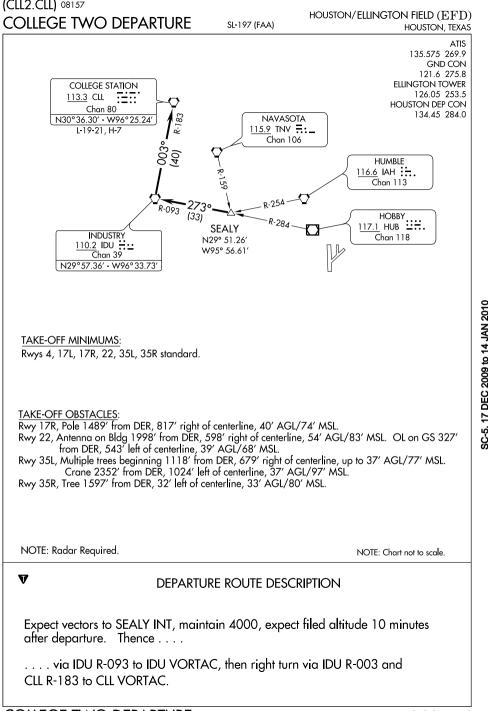
route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

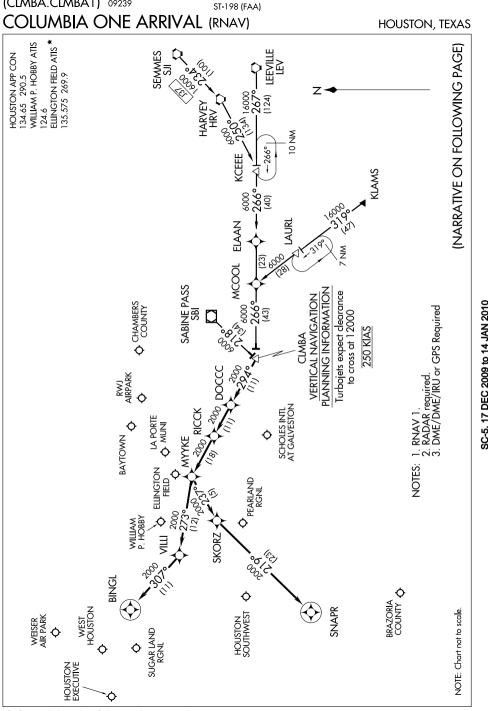
GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

SC-5, 17 DEC 2009 to 14 JAN 2010







COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and

DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF,

and VUH must be operational.)

LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)

SABINE PASS TRANSITION (SBI.CLMBA1):

SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING DUNINAVA 4. Francisco V. 2049 Land

<u>LANDING RUNWAY 4:</u> From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

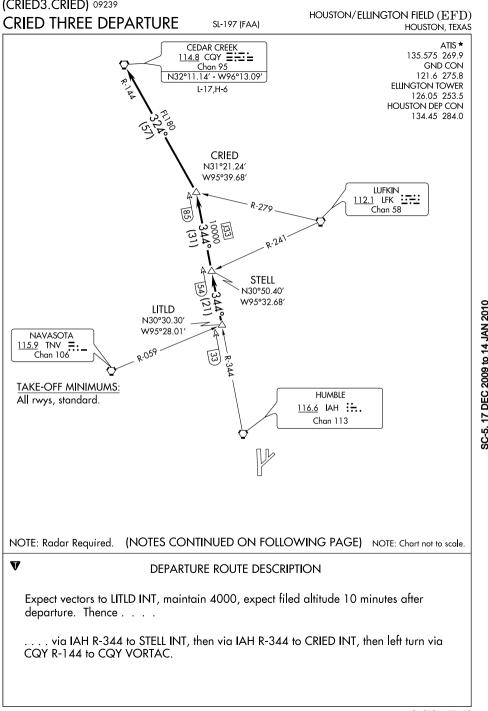
LANDING RUNWAY 12R: From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL

fly present heading.

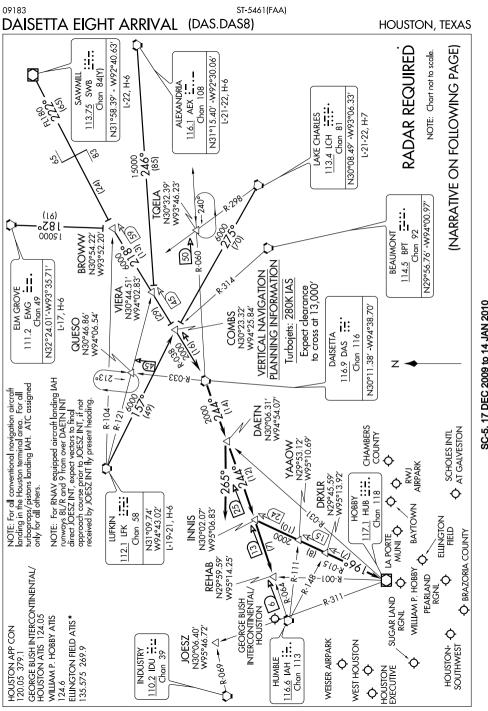
FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.



(CRIED3.CRIED) 09071 HOUSTON/ELLINGTON FIELD (EFD) CRIED THREE DEPARTURE SL-197 (FAA) HOUSTON, TEXAS **TAKE-OFF OBSTACLES** Rwy 17R, Pole ,1489' from DER, 817' right of centerline, 40' AGL/74' MSL. Rwy 22, Obstruction light on glide slope antenna, 327' from DER, 543' left of centerline. 39' AGL/68' MSL. Antenna on building, 1998' from DER, 598' right of centerline, 54' AGL/83' MSL. Rwy 35R, Tree, 1597' from DER, 32' left of centerline, 33' AGL/80' MSL. Rwy 35L, Multiple trees, 1118' to 1600' from DER, 679' to 741' right of centerline, up to 37' AGL/77' MSL. Crane, 2352' from DER, 1024' left of centerline, 37' AGL/97' MSL. SC-5, 17 DEC 2009 to 14 JAN 2010



ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182

to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

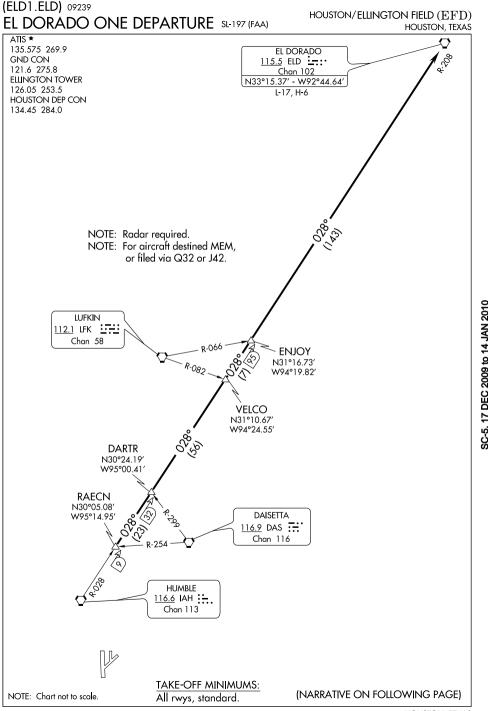
.... From DAETN INT fly heading 265° for vectors to final approach course.

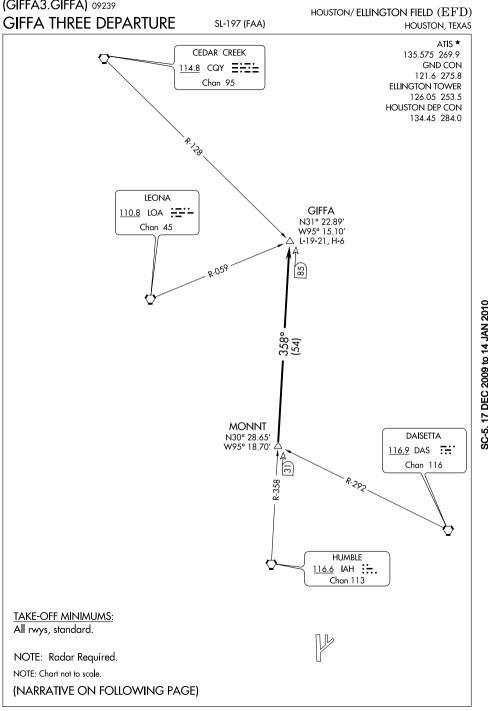
FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

.... From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to

HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.





(GIFFA3.GIFFA) 09071 HOUSTON/ ELLINGTON FIELD (EFD)GIFFA THREE DEPARTURE SL-197 (FAA) HOUSTON, TEXAS DEPARTURE ROUTE DESCRIPTION Expect vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES Rwy 17R, Pole 1489' from DER, 817' right of centerline, 40' AGL/74' MSL.

Rwy 22, Antenna on building 1998' from DER, 598' right of centerline, 54' AGL/

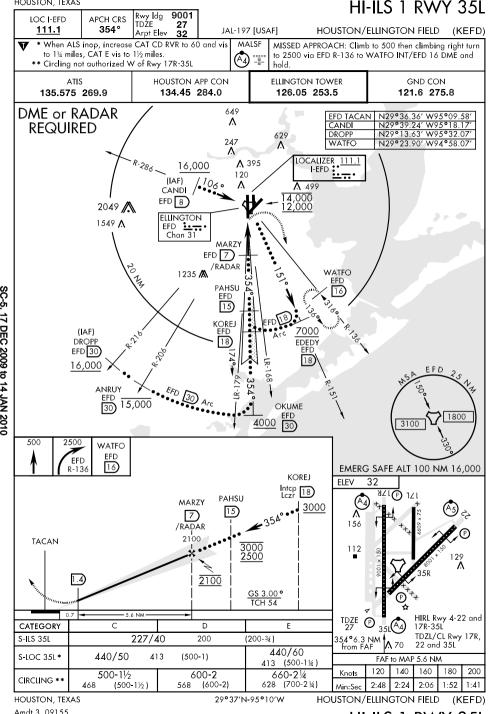
83' MSL. OL on GS 327' from DER, 543' left of centerline, 39' AGL/ 68' MSL.

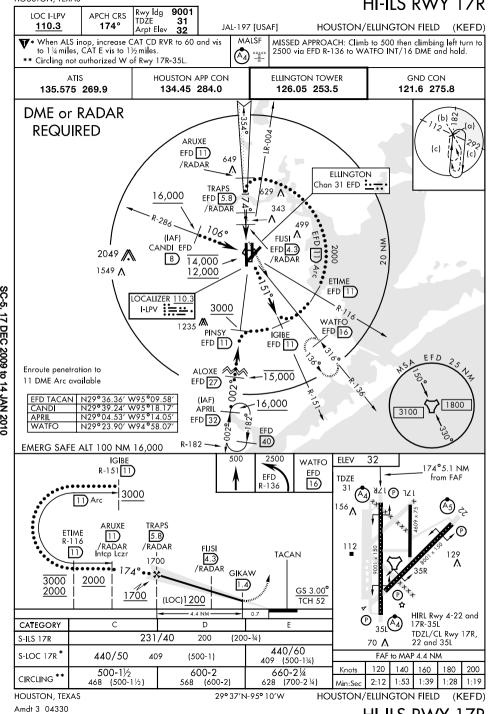
Rwy 35L, Multiple trees beginning 1118' from DER, 679' right of centerline, up to 37'

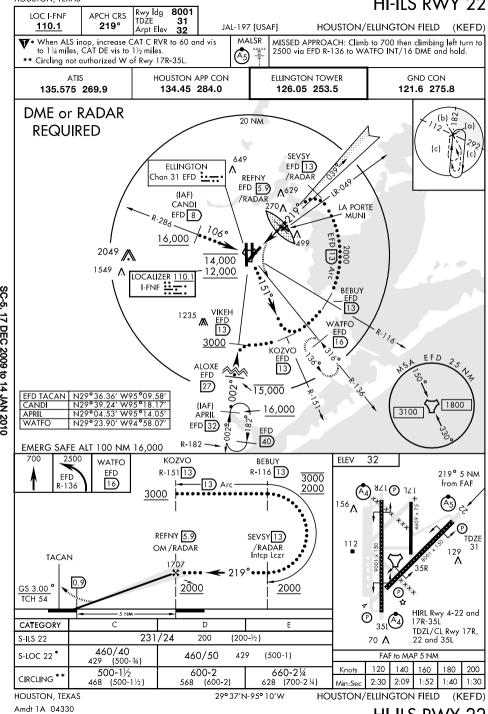
AGL/77' MSL. Crane 2352' from DER, 1024' left of centerline, 37' AGL/97' MSL.

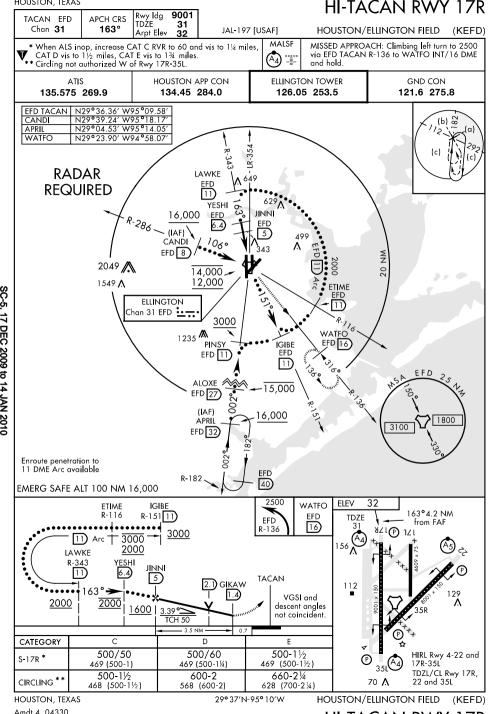
Rwy 35R, Tree 1597' from DER, 32' left of centerline, 33' AGL/80' MSL.

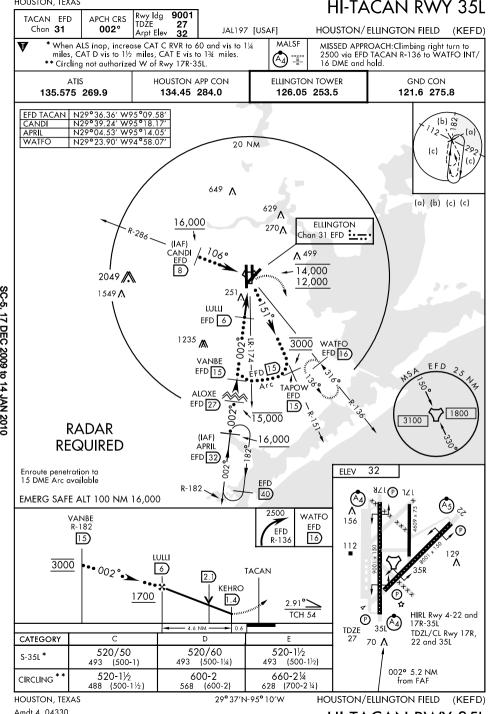
SC-5, 17 DEC 2009 to 14 JAN 2010

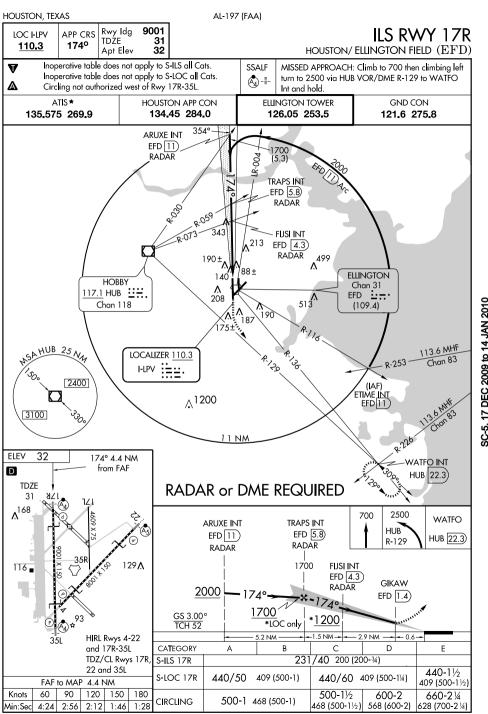


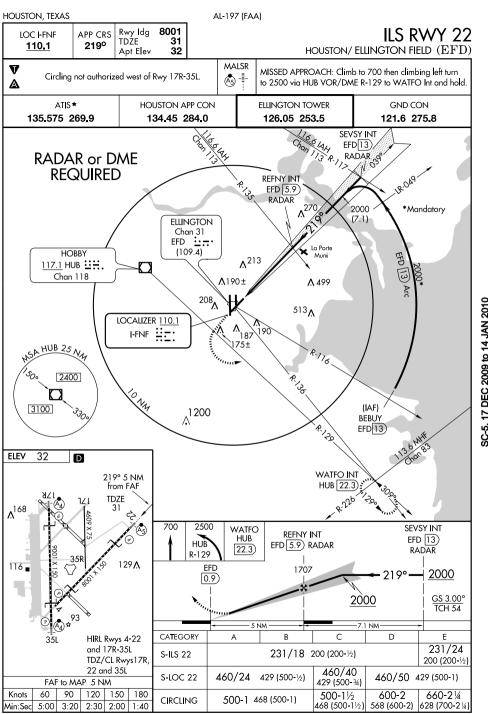


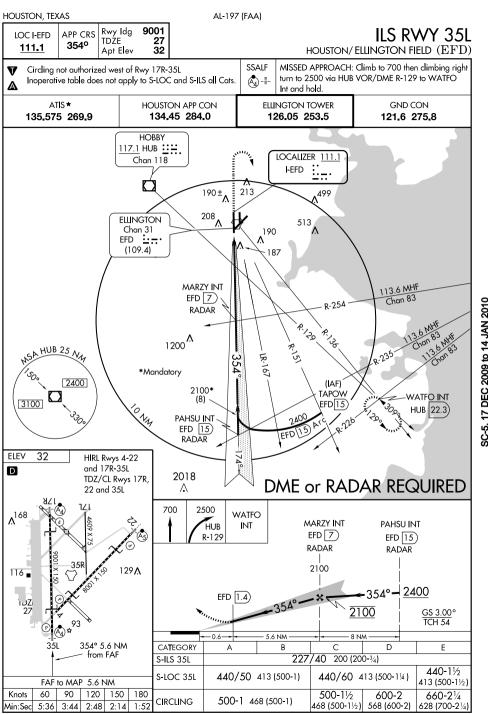


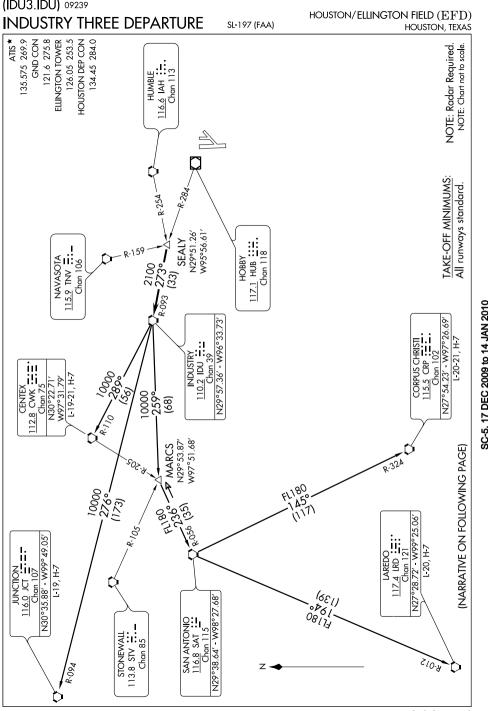












HOUSTON/ELLINGTON FIELD (EFD)			
HOUSTON, TEXAS			
N			
altituda 10 minutas			

SC-5, 17 DEC 2009 to 14 JAN 2010

INDUSTRY THREE DEPARTURE SL-197 (FAA)

v

(IDU3.IDU) 081*57*

Expect vectors to SEALY INT, maintain 4000', expect filed altitude 10 minutes

DEPARTURE ROUTE DESCRIPTION

after departure. Thence via IDU R-093 to IDU VORTAC.

then via SAT R-145 and CRP R-324 to CRP VORTAC.

the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC,

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC

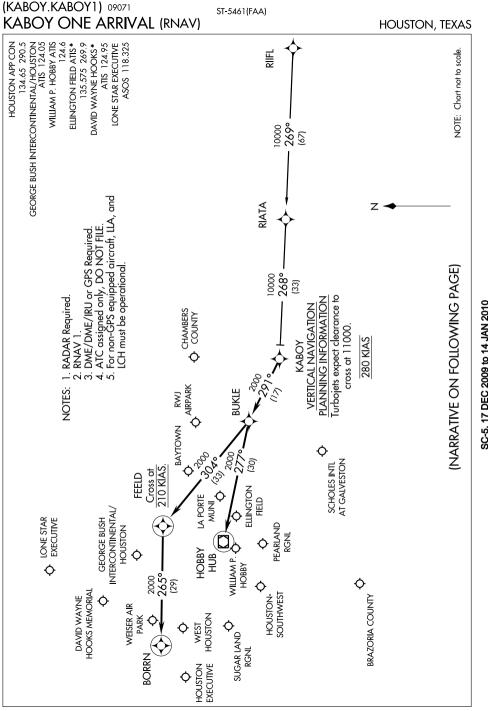
via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES: Rwy 17R, Pole 1489' from DER, 817' right of centerline, 40' AGL/74' MSL.

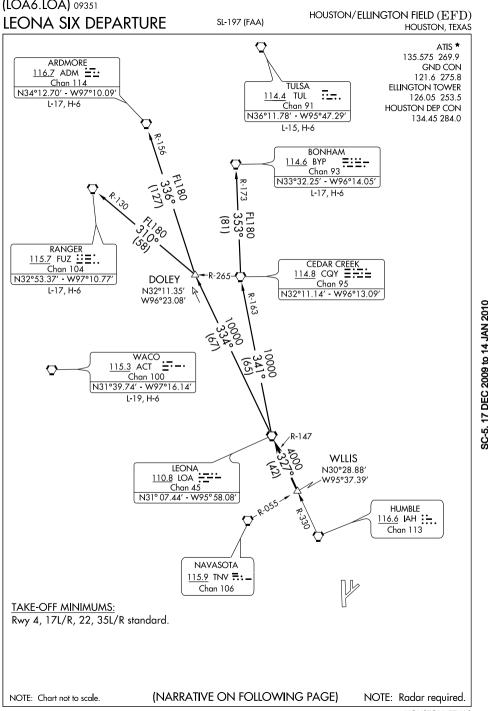
Rwy 22, Antenna on Bldg 1998' from DER, 598' right of centerline, 54 AGL/83 MSL. OL on GS 327' from DER, 543' left of centerline, 39 AGL/68' MSL.

Rwy 35L, Multiple trees beginning 1118' from DER, 679' right of centerline, up to 37' AGL/77' MSL. Crane 2352' DER, 1024' left of centerline, 37' AGL/97' MSL.

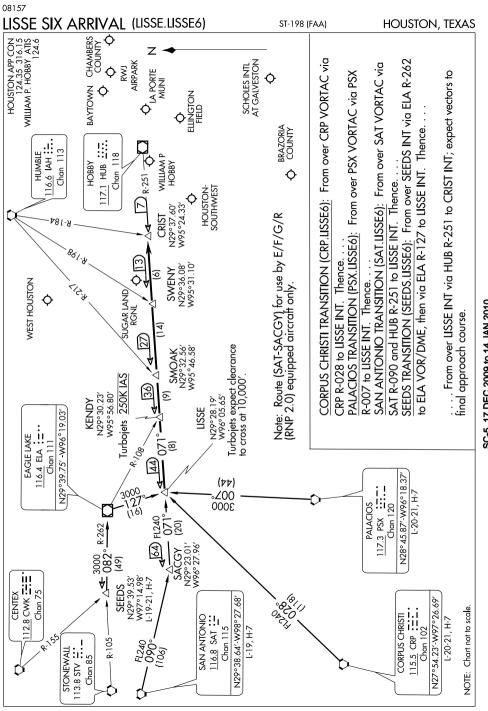
Rwy 35R, Tree 1597' from DER, 32' left of centerline, 33 AGL/80 MSL.



(KABOY.KABOY1) 09071	ST-5461(FAA)	
KABOY ONE ARRIVAL (RNAV)		HOUSTON, TEXAS
ARR	RIVAL DESCRIPT	ION
RIIFL TRANSITION (RIIFL.KABOY1)		
From KABOY via 291° track to BUKLE		
GEORGE BUSH INTERCONTINENTAL	/HOUSTON (IA	λΗ) <u>:</u>
LANDING RUNWAYS 8L/8R, OR 9: . depicted to BORRN. Expect vectors to received by BORRN, fly present heading	final approach	
ALL OTHER RUNWAYS: From BI approach course prior to FEELD.	UKLE via 304° 1	track to FEELD. Expect vectors to final
DAVID WAYNE HOOKS MEMORIAL (I From BUKLE via 304° track to FEE prior to FEELD.	DWH) AND LO ELD. Expect vec	NE STAR EXECUTIVE (CXO): ctors to final approach course
ALL OTHER AIRPORTS: From BUK Expect vectors to final approach course		
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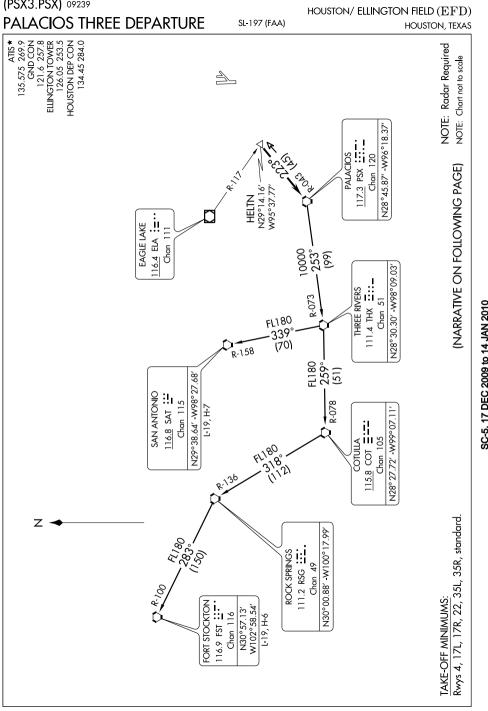


(LOA6.LOA) 081*57* HOUSTON/ELLINGTON FIELD (EFD) LEONA SIX DEPARTURE SL-197 (FAA) HOUSTON, TEXAS V DEPARTURE ROUTE DESCRIPTION Expect vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence via LOA R-147 to LOA VORTAC. ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC. BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC. RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT. then via FUZ R-130 to FUZ VORTAC SC-5, 17 DEC 2009 to 14 JAN 2010 **TAKE-OFF OBSTACLES** Rwy 17R, Pole 1489' from DER, 817' right of centerline, 40' AGL/74' MSL. Rwy 22, Obstruction light on glide slope 327' from DER, 543' left of centerline, 39' AGL/68' MSL. Antenna on building 1998' from DER, 598' right of centerline, 54' AGL/83' MSL. Rwy 35R, Tree 1597' from DER, 32' left of centerline, 33' AGL/80' MSL. Rwy 35L, Multiple trees beginning 1118' from DER, 679' right of centerline, up to 37' AGL/77' MSL. Crane 2352' from DER. 1024' left of centerline. 37' AGL/97' MSL.



(LFK5.LFK) 09239 HOUSTON/ ELLINGTON FIELD (EFD) LUFKIN FIVE DEPARTURE SL-197 (FAA) HOUSTON, TEXAS ATIS * LITTLE ROCK 135.575 269.9 113.9 LIT :-GND CON Chan 86 121.6 275.8 N34° 40.66′ **ELLINGTON TOWER** W92° 10.83′ 126.05 253.5 HOUSTON DEP CON L-18, H-6 SKKIP 134.45 284.0 N31°14.91′ W94°39.45′ LUFKIN 112.1 LFK Chan 58 N31° 09.74′ W94° 43.02′ COLET N30° 26.96' W95°09.61′ R-295 HUMBLE R-273 <u>116.6</u> IAH :≒. KYANN Chan 113 N30° 15.53′ DAISETTA SC-5, 17 DEC 2009 to 14 JAN 2010 W95°13.96′ 116.9 DAS Chan 116 NOTE: Radar Required. NOTE: For aircraft destined LIT, or overflying LIT or PXV. TAKE-OFF MINIMUMS: All rwys, standard. TAKE-OFF OBSTACLES: Rwy 17R, Pole 1489' from DER, 817' right of centerline, 40' AGL/74' MSL. Rwy 22, Antenna on Bldg 1998' from DER, 598' right of centerline, 54 AGL/83' MSL. OL on GS 327' from DER, 543' left of centerline, 39' AGL/68' MSL. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION Expect vectors to KYANN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC. LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to

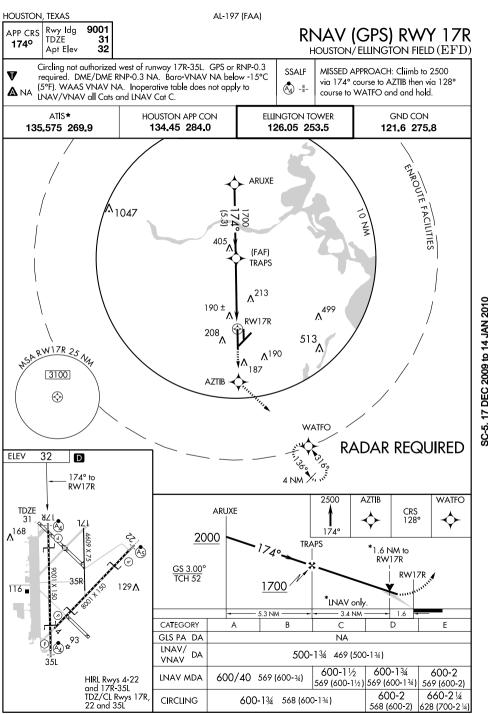
SKKIP INT, then via LIT R-207 to LIT VORTAC.

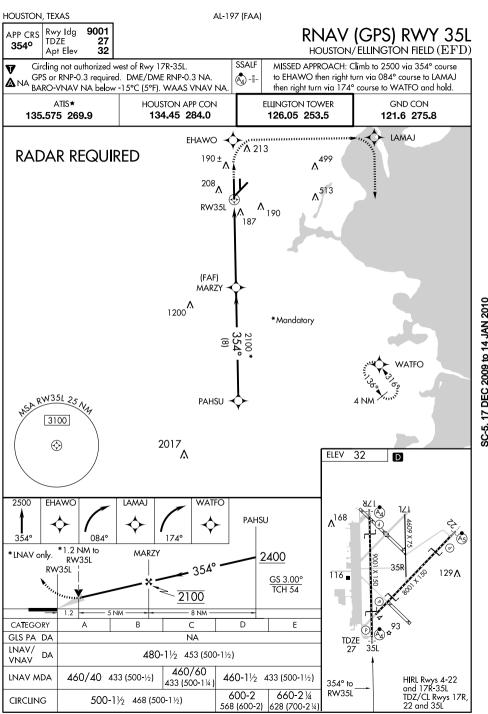


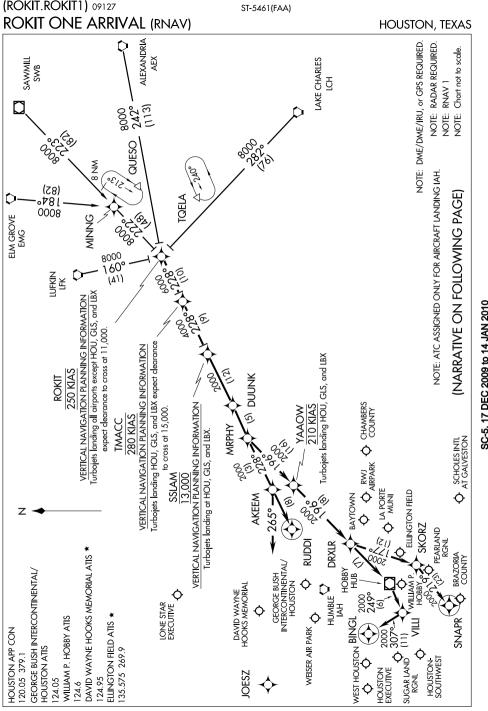
(PSX3.PSX) 081 <i>57</i>	HOUSTON/ ELLIN	NGTON FIELD (EFD)
PALACIOS THREE DEPARTURE	SL-197 (FAA)	HOUSTON, TEXAS
▼ DEPARTURE RO	OUTE DESCRIPTION	
Expect vectors to HELTN INT, maintair after departure. Thence	n 4000'. Expect filed altitude 10) minutes
via PSX R-043 to PSX VORTA	₹C.	
FORT STOCKTON TRANSITION (PSX3 via PSX R-253 and THX R-073 to THX COT R-078 to COT VORTAC, then via VORTAC, then via RSG R-283 and FS	VORTAC, then via THX R-259 as COT R-318 and RSG R-136 to TR-100 to FST VORTAC.	ind
SAN ANTONIO TRANSITION (PSX3.5 via PSX R-253 and THX R-073 to THX SAT R-158 to SAT VORTAC.		ind
TAKE-OFF OBSTACLES: Rwy 17R, Pole 1489' from DER, 817' rigi Rwy 22, Antenna on Bldg 1998' from DI OL on GS 327' from DER, 543		-

SC-5, 17 DEC 2009 to 14, IAN 2010

1700 GS 3.00° TCH 50 **TDZE** 30 6.5 NM -5 NM CATEGORY Е LNAV/ DΑ 479-11/2 449 (500-11/2) 039° to VNAV RW04 500-11/2 500-13/4 500-11/4 LNAV MDA 500-1 470 (500-1) HIRL Rwys 4-22 470 (500-11/4) 470 (500-11/2) 470 (500-13/4) and 17Ŕ-35L 500-11/2 600-2 660-21/4 TDZ/CL Rwys 17R, CIRCLING 500-1 468 (500-1) 22 and 35L 468 (500-1½)| 568 (600-2) 628 (700-21/4)







ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.

ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.

LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.

LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational. SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS

must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

.... From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect

vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU): RUNWAY 4 From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR.

present heading.

present heading.

(ROKIT.ROKIT1) 09239

Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly

RUNWAY 12R From MRPHY via 196° track to YAAOW, thence as depicted to BINGL.

Expect vectors to final approach course prior to BINGL, if not received by BINGL fly

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

DRXLR. Expect vectors to final approach course prior to DRXLR.

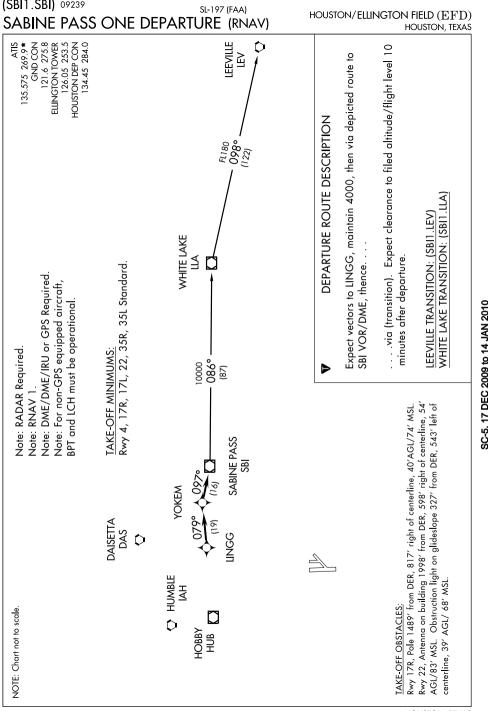
RUNWAYS 8 L/R and 9 From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

ALL OTHER RUNWAYS From MRPHY via 196° track to YAAOW, thence as depicted to

FOR OTHER SATELLITE AIRPORTS:

.... From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.



SC-5, 17 DEC 2009 to 14 JAN 2010

Expect vectors to VUH VORTAC, maintain 4000', expect filed altitude 10 minutes

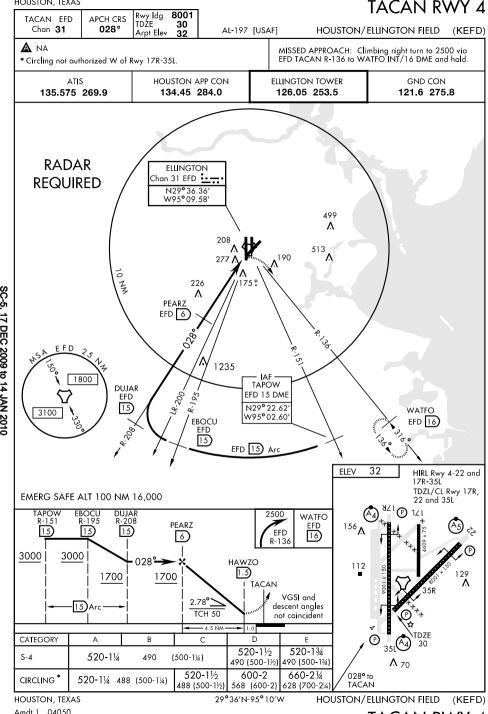
after departure.

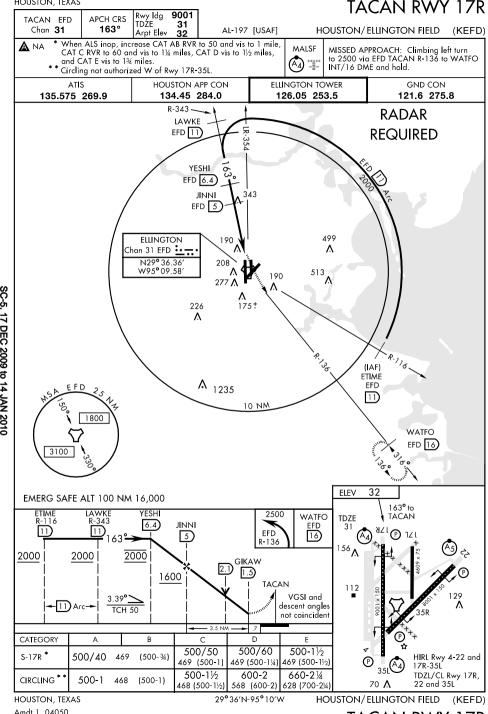
BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

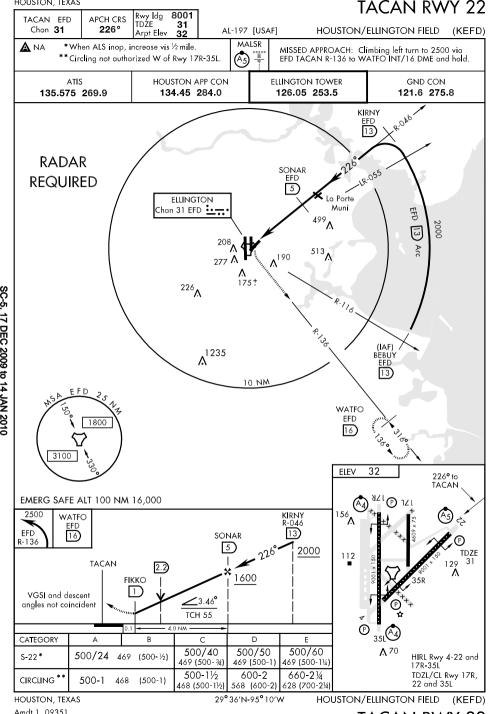
LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

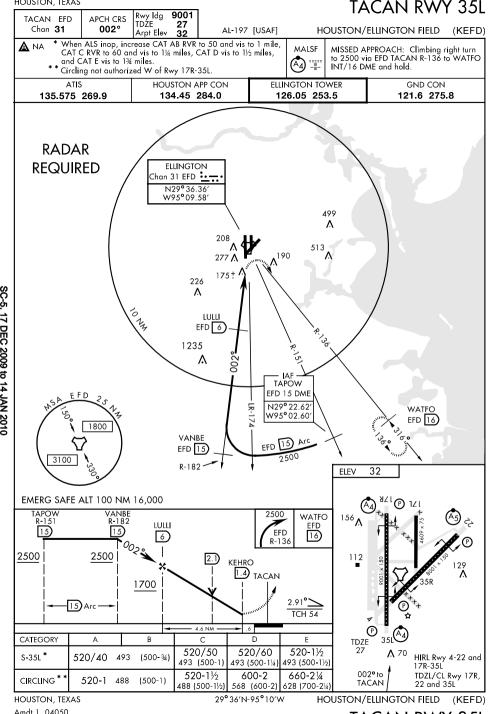
LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.









09071 ST-198 (FAA) WILLIAM P. HOBBY TEXNN FOUR ARRIVAL (TEXNN.TEXNN4) HOUSTON, TEXAS HOUSTON APP CON COWBOY 126.675.339.8 116.2 CVE ..:= WILLIAM P. HOBBY ATIS Chan 109 124.6 N32°53.42′-W96°54.24′ **ELLVR** FUINGTON FIFID ATIS MAVERICK N31°42 49' 135.575 269.9 L-17. H-6 113.1 TT = W96°50.27′ Chan 78 L-19, H-6 √ R-074-**GOALL** WACO NOTE: For TURBOJETS only landing 106 N31°35.56' 115.3 ACT **≒-** – EFD, GLS, HOU and LBX. W96°49.16' Chan 100 TEMPLE **PPUNT** 110.4 TPL := -N31°11.73' Chan 41 W96°45.37' DRPPD LOA -R-268 R-082 N30°46.90' W96°41.45′ LEONA ARNNE 110.8 LOA 💳 -N30°43.74' AOJ W96°33.00′ Chan 45 **FTBAL** R-233 N30°34.98 W96°39.58' COLLEGE STATION 16000 113.3 CLL ::::: *4100 Chan 80 088° (1111)E CO LLANO **CARRR** 38 50 B NAVASOTA 108.2 LLO :=:: N30°24.16' 1/5/ 115.9 TNV =:_ W96°26.54' Chan 19 Chan 106 N30°47.78′-W98°47.24′ L-19, H-6 8000 R-088 *1800 R-265 23) 0880 HUMBLE (40)CLL R-147/₺ 116.6 IAH 🟪. 63) ILEXY -229_ -R-18 Chan 113 **QTRBK** N30°21.17' N30°03.59' W97°04.76' **TEXNN** W96°07.70′ L-19-21-17 N30°17.92 W96°19.03' HOBBY CENTEX 117.1 HUB <u>□</u>∷. 112.8 CWK ==== COACH Chan 118 **JABBS** Chan 75 N30°12.36' N29°39.34′-W95°16.60′ N29°48.35′-W96°12.38' W95°28.20' TURBOJETS: **INDUSTRY** Expect to cross HU_B 110.2 IDU **∷** ∴ Chan 39 R-283. at 11000'. TAKKL (G) 0960 N29°51.79′ (21) W96°01.43′ (9) (7) R-276 NOTE: For RNAV equipped aircraft landing HOU: 37 116 Landing RWY 12R, may expect direct JABBS INT; O RECVR **FMBIF** Landing RWY 4, may expect direct CARCO INT. TCHDN WILLIAM P. N29°46.33' N29°42.39′ N29°40.66' HOBBY W95°58.53' W95°34.75' W95°24.44' NOTE: ILEXY transition for AUSTIN terminal area ELLINGTON Turbojets CARCO-**FIELD** departures only. **250KTS** N29°28.03' BRAZORIA SCHOLES INTL W95°28.48' O COUNTY AT GALVESTON (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

09071 ST-198 (FAA) WILLIAM P. HOBBY TFXNN FOUR ARRIVAL (TEXNN.TEXNN4)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

COWBOY TRANSITION (CVE.TEXNN4): From over CVE VOR/DME via CVE R-171 to ELLVR INT, then via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence

ELLVR TRANSITION (ELLVR.TEXNN4): From over ELLVR INT via IDU R-344 to FTBAL

INT. Thence

INT, then via TPL R-124 to TEXNN INT. Thence ILEXY TRANSITION (ILEXY.TEXNN4): From over ILEXY INT via CWK R-088 to TEXNN

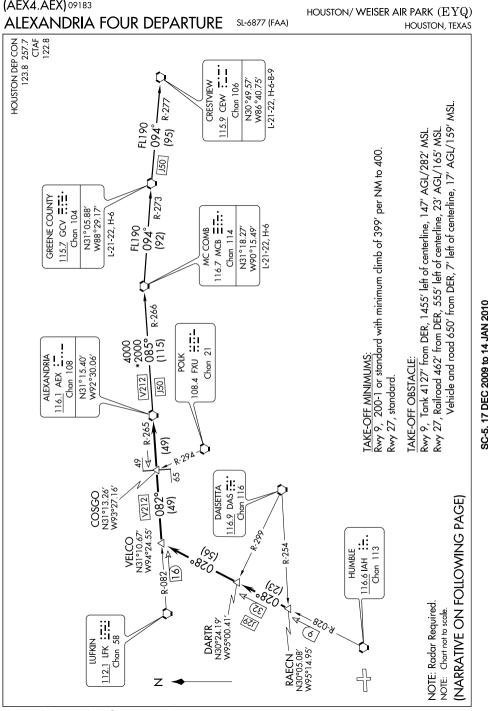
LLANO TRANSITION (LLO.TEXNN4): From over LLO VORTAC via LLO R-088 to FTBAL

INT, then via TPL R-124 to CARRR INT, then to TEXNN INT. Thence

. . . . From over TEXNN INT via TPL R-124 to COACH INT/87 DME, then via CLL R-147 to RECVR INT/55 DME, then via HUB R-276 to TCHDN INT, then via HUB R-276 to HUB VOR. Expect vectors to final approach course at or prior to TCHDN INT.

... LANDING RWY 22: Expect vectors to final approach course at or prior to HUB VOR

(NGP2.NGP) 09239 HOUSTON/ ELLINGTON FIELD (EFD) TRUAX TWO DEPARTURE SL-197 (FAA) HOUSTON, TEXAS ATIS ★ 135.575 269.9 GND CON 121.6 275.8 **ELLINGTON TOWER** 126.05 253.5 HOBBY HOUSTON DEP CON 134.45 284.0 117.1 HUB <u>∷</u>; Chan 118 EAGLE LAKE 116.4 ELA :---Chan 111 Note: For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP **YAWNS** N28°49.39' VORTAC to international destinations. **SCHOLES** W95°33.96′ 113.0 VUH :::-Chan 77 TRUAX 114.0 NGP ==-. Chan 87 N27°41.18′ - W97°17.69′ TAKE-OFF MINIMUMS: Rwy 4, 17R, 17L, 22, 35R, 35L standard. 1-20-21 TAKE-OFF OBSTACLES: Rwy 17R, Pole 1489' from DER, 817' right of centerline, 40' AGL/74' MSL. Rwy 22, Obstruction light on glideslope, 327' from DER, 543' left of centerline, 39' AGL/ 68' MSL. Antenna on building, 1998' from DER, 598' right of centerline, 54' AGL/83 MSL. Rwy 35R, Tree 1597' from DER, 32' left of centerline, 33' AGL/80' MSL. Rwy 35L, Multiple trees beginning 1118' from DER, 679' right of centerline, up to 37' AGL/77' MSL. Crane 2352' from DER, 1024' left of centerline, 37' AGL/97' MSL. NOTE: Chart not to scale. NOTE: Radar Required. V DEPARTURE ROUTE DESCRIPTION Expect vectors to YAWNS INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence. via VUH R-228 and NGP R-047 to NGP VORTAC.



(AEX4.AEX) 09071 HOUSTON/ WEISER AIR PARK (EYQ)ALEXANDRIA FOUR DEPARTURE SL-6877 (FAA) HOUSTON, TEXAS DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading for vectors to RAECN INT,

V

GCV VORTAC

maintain 4000', expect filed altitude 10 minutes after departure. Thence via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265

to AFX VORTAC

DO NOT FILE:

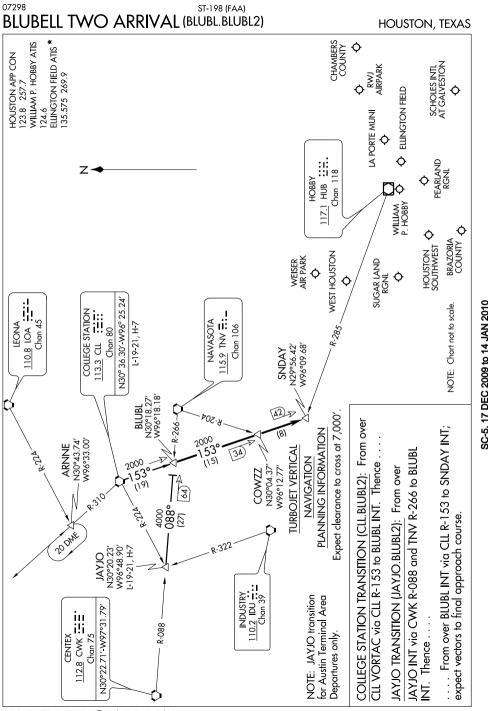
THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC,

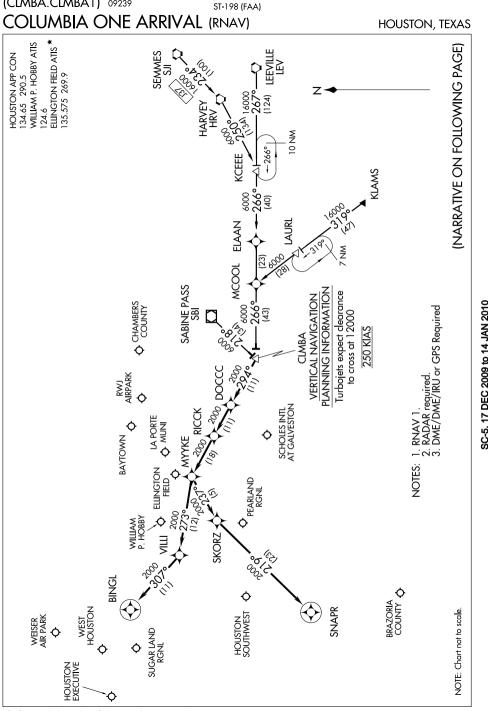
then via GCV R-094 and CEW R-277 to CEW VORTAC

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.



(CLL2.CLL) 08157 HOUSTON/WEISER AIR PARK (EYQ)**COLLEGE TWO DEPARTURE** SL-6877 (FAA) HOUSTON, TEXAS HOUSTON DEP CON 123.8 257.7 CTAF 122.8 COLLEGE STATION 113.3 CLL Chan 80 N30°36.30′ - W96°25.24′ NAVASOTA 115.9 TNV ... L-19-21, H-7 HUMBLE 116.6 IAH 🚼 . Chan 113 R-093 (33)HOBBY <u>117.</u>1 HUB **∷∷**. **SEALY** INDUSTRY Chan 118 N29° 51.26′ 110.2 IDU **∷**... W95° 56.61′ Chan 39 N29°57.36′ - W96°33.73′ SC-5, 17 DEC 2009 to 14 JAN 2010 TAKE-OFF MINIMUMS: Rwy 27 standard. Rwy 9, 200-1 or standard with a minimum climb of 399' per NM to 400'. TAKE-OFF OBSTACLES: Rwy 9, Tank 4127' from DER, 1455' left of centerline, 147' AGL/282' MSL. Rwy 27, Railroad 462' from DER, 555' left of centerline, 23' AGL/165' MSL. Vehicle and road 650' from DER, 7' left of centerline, 17' AGL/159' MSL. NOTE: Radar Required. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure, Thence via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.



COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and

DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF,

and VUH must be operational.)

LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)

SABINE PASS TRANSITION (SBI.CLMBA1):

SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING DUNINAVA 4. Francisco V. 2049 Land

<u>LANDING RUNWAY 4:</u> From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

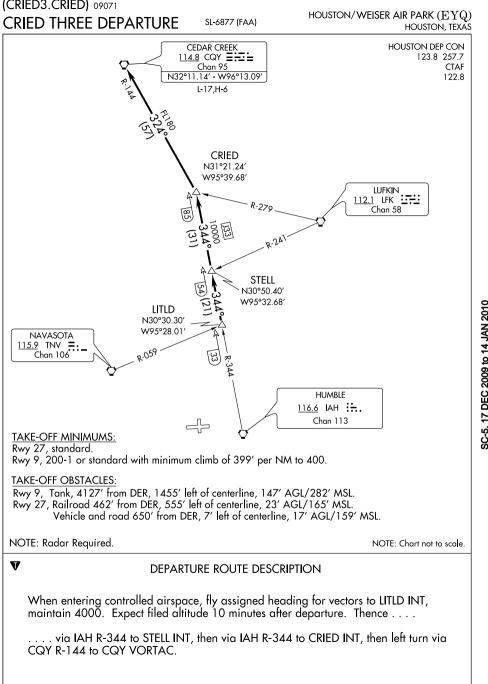
LANDING RUNWAY 12R: From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL

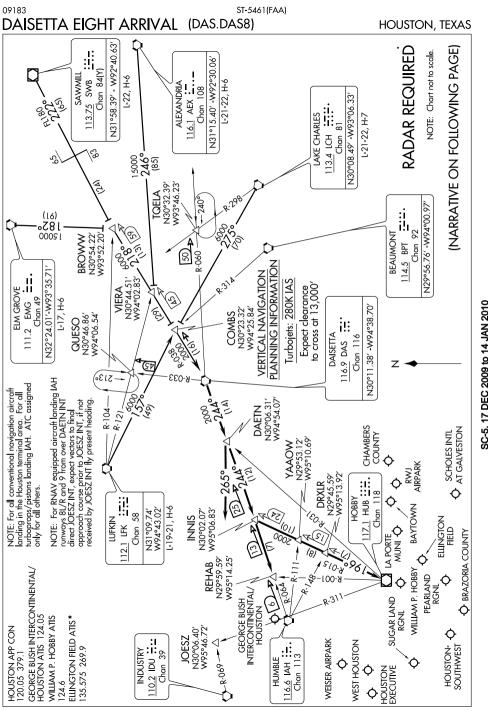
fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.





ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182

to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

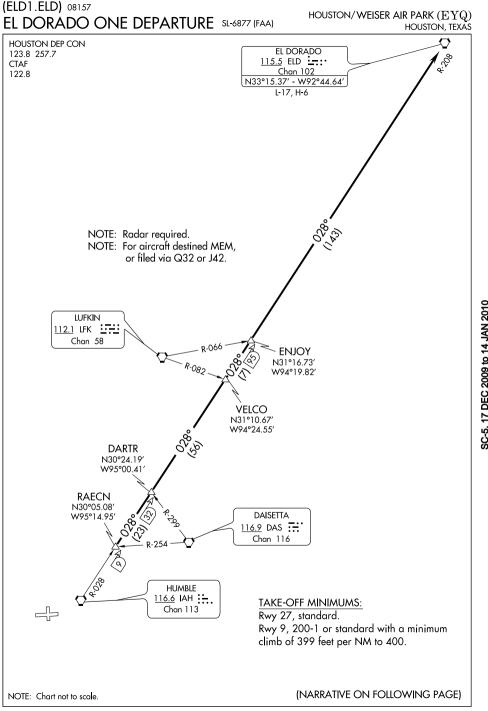
.... From DAETN INT fly heading 265° for vectors to final approach course.

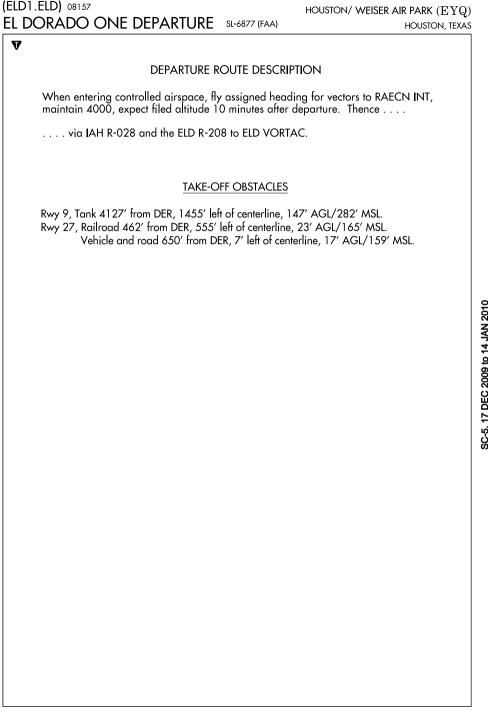
FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

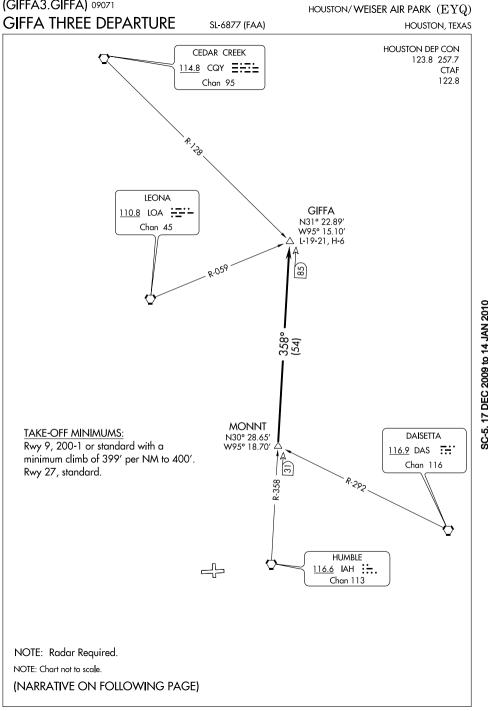
FOR ALL OTHER AIRPORTS:

.... From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to

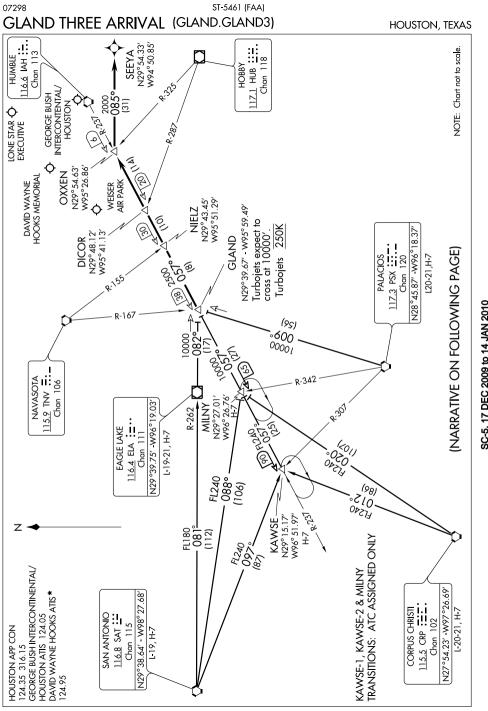
HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.







(GIFFA3.GIFFA) 09071 HOUSTON/ WEISER AIR PARK (EYQ)GIFFA THREE DEPARTURE HOUSTON, TEXAS SL-6877 (FAA) V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence via IAH R-358 to GIFFA INT. TAKE-OFF OBSTACLES: Rwy 9, Tank 4127' from DER, 1455' left of centerline, 147' AGL/282' MSL. Rwy 27, Railroad 462' from DER, 555' left of centerline, 23' AGL/165' MSL. Vehicle and road 650' from DER, 7' left of centerline, 17' AGL/159' MSL. SC-5, 17 DEC 2009 to 14 JAN 2010



SC-5, 17 DEC 2009 to 14 JAN 2010

GLAND THREE ARRIVAL (GLAND.GLAND3)

ARRIVAL DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.GLAND3): From over CRP VORTAC via CRP R-020 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

EAGLE LAKE TRANSITION (ELA.GLAND3): From over ELA VOR/DME via ELA R-082 to GLAND INT. Thence. . . .

KAWSE-1 TRANSITION (KAWSE-1.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-097 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence

KAWSE-2 TRANSITION (KAWSE-2.GLAND3): (ATC assigned.) From over CRP VORTAC via CRP R-012 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence....

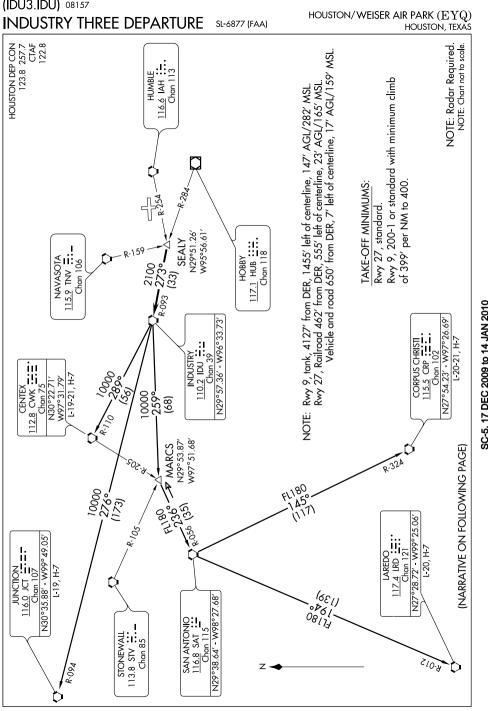
MILNY TRANSITION (MILNY.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-088 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

PALACIOS TRANSITION (PSX.GLAND3): From over PSX VORTAC via PSX R-009 to GLAND INT. Thence. . . .

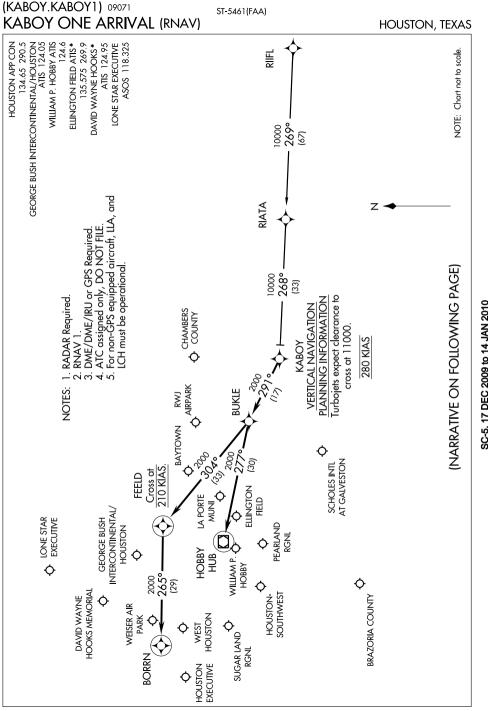
SAN ANTONIO TRANSITION (SAT.GLAND3): From over SAT VORTAC via R-081 and ELA R-262 to ELA VOR/DME, then via ELA R-082 to GLAND INT. Thence. . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over GLAND INT via IAH R-237 to OXXEN INT, landing runways 26 L/R or 27 fly heading 085° for vectors to final approach course. For /E, /F, /G, /R (RNP-2.0), equipped aircraft: from over OXXEN INT direct SEEYA WP, expect vector to final approach course prior to SEEYA WP, if not received by SEEYA WP fly present heading. All other runways, expect vectors to final approach course at or prior to OXXEN INT.

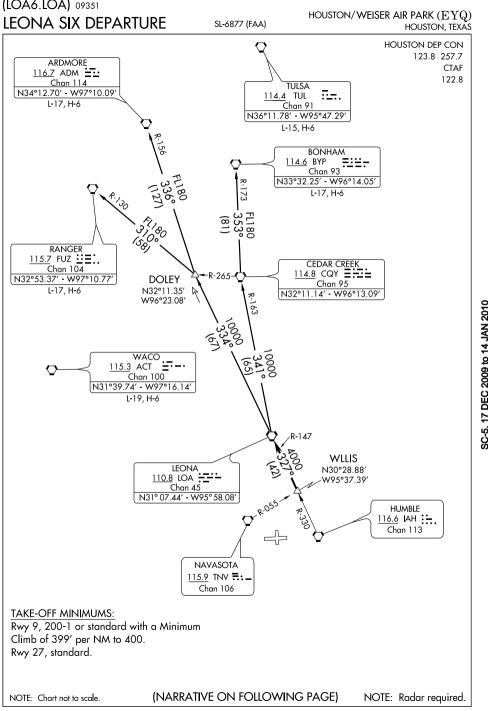
<u>FOR ALL OTHER AIRPORTS:</u> From over GLAND INT via IAH R-237 to OXXEN INT. Expect vectors to final approach course at or prior to OXXEN INT.



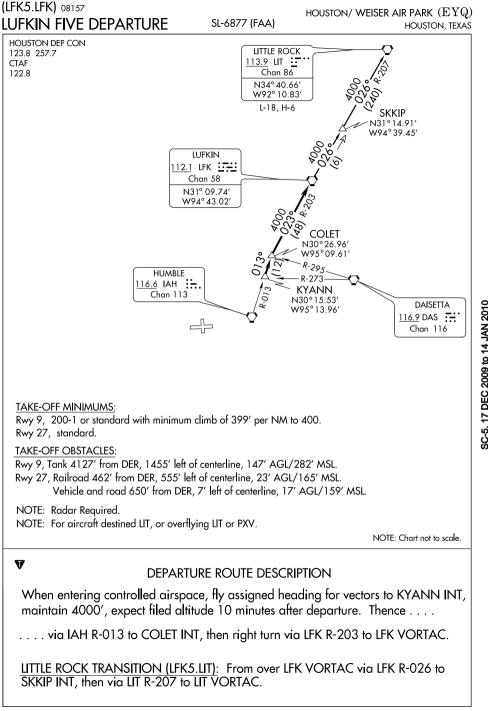
(IDU3.IDU) 081*57* HOUSTON/WEISER AIR PARK (EYQ)INDUSTRY THREE DEPARTURE SL-6877 (FAA) HOUSTON, TEXAS V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence VIA IDU R-093 to IDU VORTAC CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC. CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC. JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to SC-5, 17 DEC 2009 to 14 JAN 2010 JCT VORTAC. LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

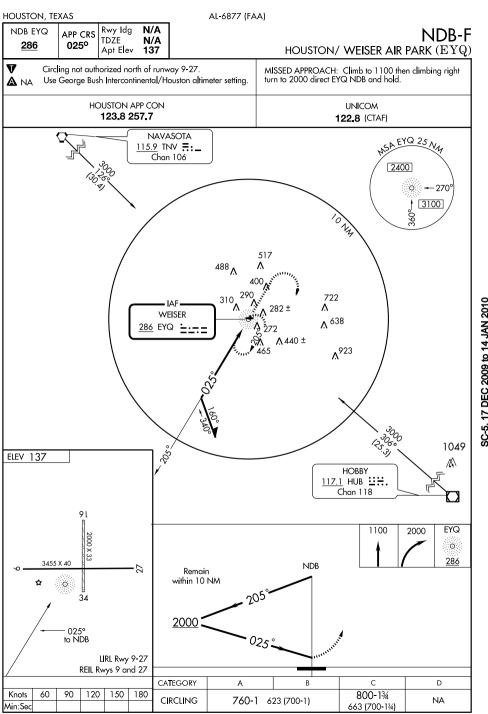


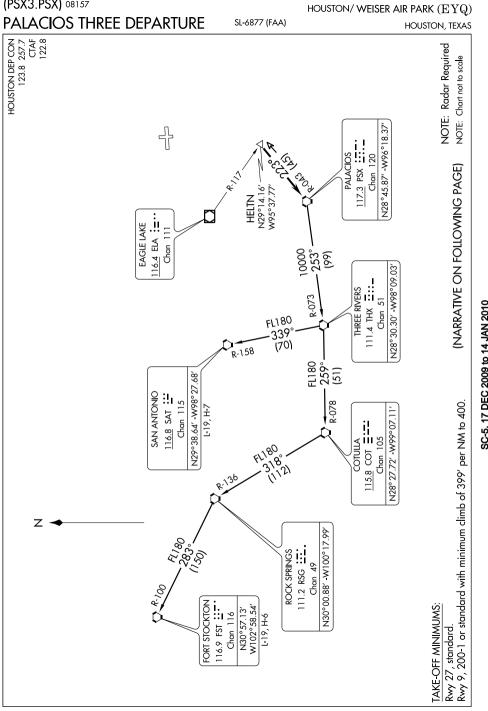
(KABOY.KABOY1) 09071	ST-5461(FAA)	
KABOY ONE ARRIVAL (RNAV)		HOUSTON, TEXAS
ARRIVAL DESCRIPTION		
RIIFL TRANSITION (RIIFL.KABOY1)		
From KABOY via 291° track to BUKLE		
GEORGE BUSH INTERCONTINENTAL	/HOUSTON (IA	λΗ) <u>:</u>
LANDING RUNWAYS 8L/8R, OR 9: From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.		
ALL OTHER RUNWAYS: From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.		
DAVID WAYNE HOOKS MEMORIAL (I From BUKLE via 304° track to FEE prior to FEELD.	DWH) AND LO ELD. Expect vec	NE STAR EXECUTIVE (CXO): ctors to final approach course
ALL OTHER AIRPORTS: From BUK Expect vectors to final approach course		
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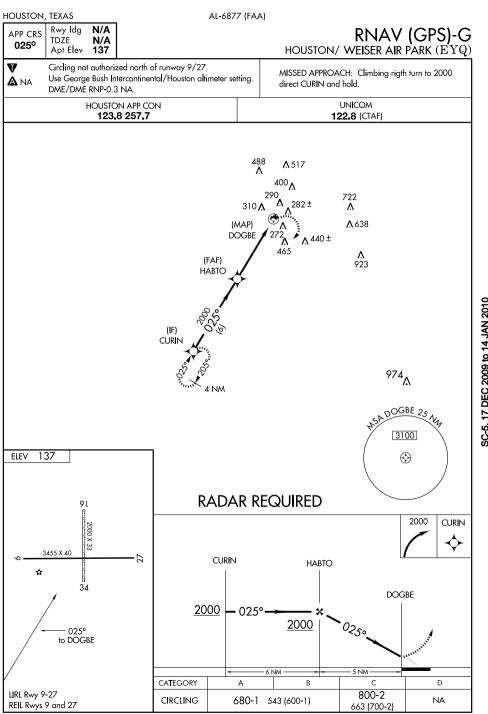
(LOA6.LOA) 08157 HOUSTON/WEISER AIR PARK (EYQ)LEONA SIX DEPARTURE SL-6877 (FAA) HOUSTON, TEXAS 77 DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence via IOA R-147 to IOA VORTAC. ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC. BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC. RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT. then via FUZ R-130 to FUZ VORTAC SC-5, 17 DEC 2009 to 14 JAN 2010 TAKE-OFF OBSTACLES Rwy 9, Tank 4127' from DER, 1455' left of centerline, 147' AGL/282' MSL. Rwy 27, Railroad 462' from DER, 555' left of centerline, 23' AGL/165' MSL. Vehicle and road 650' from DER, 7' left of centerline, 17' AGL/159' MSL.

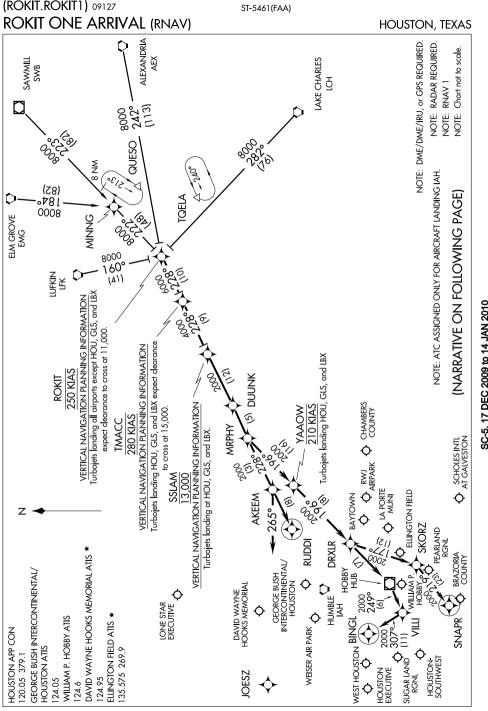






(PSX3.PSX) 08157	HOUSTON/ WEISER	AIR PARK (EYQ)
PALACIOS THREE DEPARTURE	SL-6877 (FAA)	HOUSTON, TEXAS
▼ DEPARTURE R	ROUTE DESCRIPTION	
	fly assigned heading for vectors to HE le 10 minutes after departure. Thence	
via PSX R-043 to PSX VORT	ΓAC.	
COT R-078 to COT VORTAC, then v VORTAC, then via RSG R-283 and F SAN ANTONIO TRANSITION (PSX:	HX VORTAC, then via THX R-259 and via COT R-318 and RSG R-136 to RSG FST R-100 to FST VORTAC.	
TAKE-OFF OBSTACLES: Rwy 9, Tank 4127' from DER, 1455' le Rwy 27, Railroad 462' from DER, 555' le Vehicle and road 650' from DEI	eft of centerline, 147' AGL/282' MSL. left of centerline, 23' AGL/165' MSL. :R, 7' left of centerline, 17' AGL/159' MSL	SC.E 17 DEC 2000 to 14 IAN 2040
		7 TO
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ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.

ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.

LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.

LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational. SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS

must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

.... From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect

vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU): RUNWAY 4 From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR.

present heading.

present heading.

(ROKIT.ROKIT1) 09239

Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly

RUNWAY 12R From MRPHY via 196° track to YAAOW, thence as depicted to BINGL.

Expect vectors to final approach course prior to BINGL, if not received by BINGL fly

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

DRXLR. Expect vectors to final approach course prior to DRXLR.

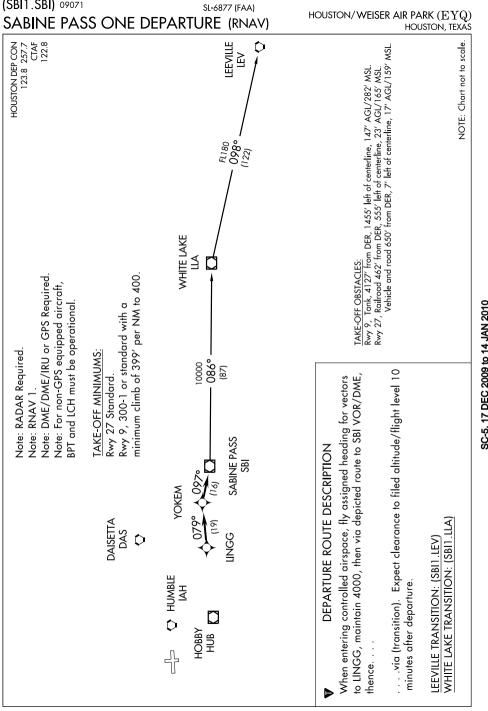
RUNWAYS 8 L/R and 9 From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

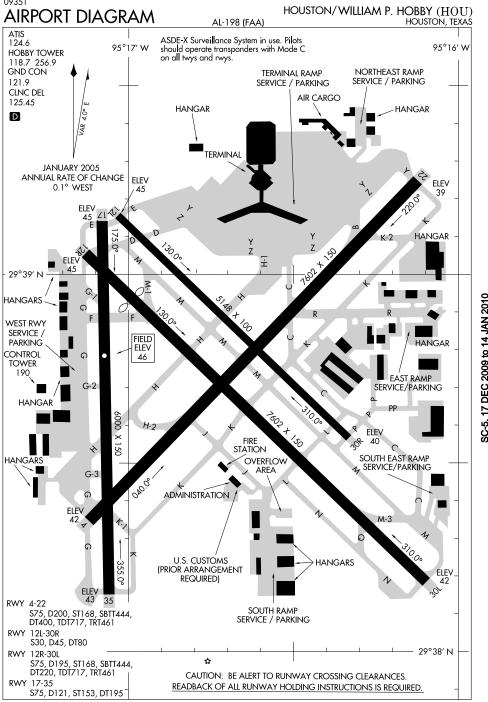
ALL OTHER RUNWAYS From MRPHY via 196° track to YAAOW, thence as depicted to

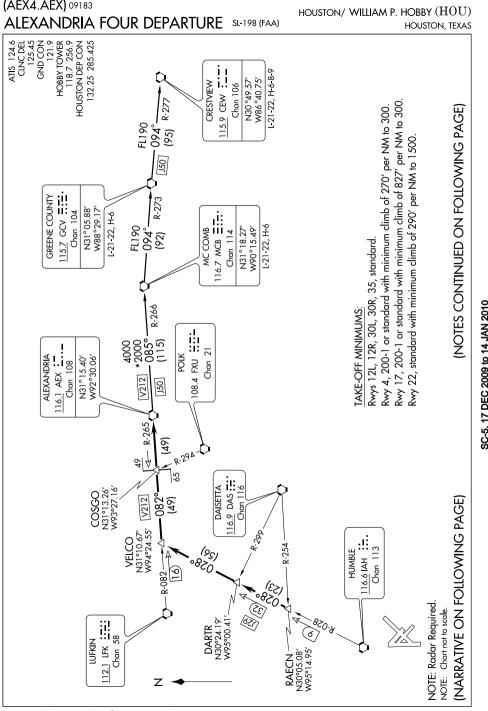
FOR OTHER SATELLITE AIRPORTS:

.... From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.



SC-5, 17 DEC 2009 to 14 JAN 2010





(AEX4.AEX) 09071

HOUSTON/ WILLIAM P. HOBBY (HOU) HOUSTON, TEXAS

SL-198 (FAA)

ALEXANDRIA FOUR DEPARTURE

V

DEPARTURE ROUTE DESCRIPTION

Expect vectors to RAECN INT, maintain 5000', expect filed altitude 10 minutes after departure. Thence

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AFX VORTAC

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route

off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AFX R-085 and MCB R-266 to MCB VORTAC

TAKE-OFF OBSTACLES: Pole 4403' from DER, 1069' right of centerline, 121' AGL/166' MSL.

Light on building 1562' from DER, 859' right of centerline, 59' AGL/103' MSL. Building 3990' from DER, 1223' right of centerline, 139' AGL/174' MSL. Light on flag pole 4618' from DER, 768' right of centerline, 117' AGL/161' MSL.

Rwy 12L, Antenna on hangar 1548' from DER, 424' left of centerline, 45' AGL/85' MSL. Rwy 12R, Vehicle and road 514' from DER, 543' right of centerline, 17' AGL/55' MSL.

Tree 1217' from DER, 756' right of centerline, 43' AGL/89' MSL. Fence 85' from DER, 492' left of centerline, 4' AGL/45' MSL.

Vehicle and road 176' from DER, 497' left of centerline, 17' AGL/55' MSL.

Pole 1011' from DER, 696' left of centerline, 33' AGL/73' MSL. Tree 1256' from DER, 783' left of centerline, 38' AGL/78' MSL.

Rwy 17, Multiple poles beginning 606' from DER, 393' right of centerline, up to 79' AGL/124' MSL. Crane 1795' from DER, 689' right of centerline, 100' AGL/150' MSL.

Antenna on building 620' from DER, 312' left of centerline, 27' AGL/72' MSL. Multiple trees beginning 721' from DER, 260' left of centerline, up to 71' AGL/116' MSL.

Radar reflector 1214' from DER, 258' left of centerline, 32' AGL/77' MSL. Rwy 22, Pole 727' from DER, 626' right of centerline, 28' AGL/77' MSL.

Tree 1310' from DER, 679' right of centerline, 27' AGL/76' MSL.

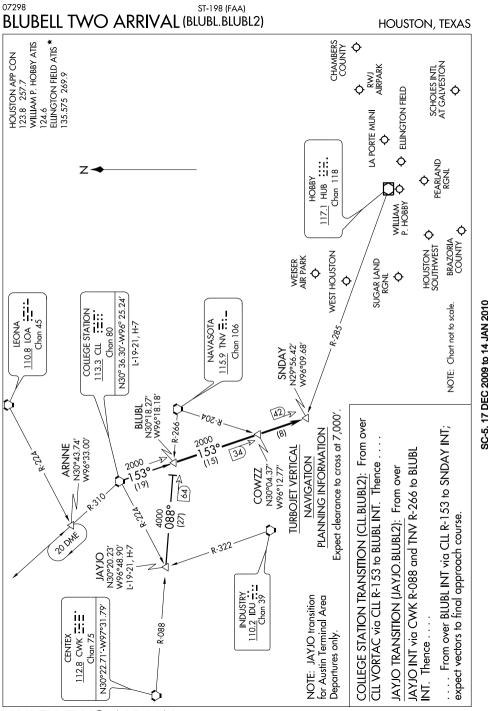
Antenna on light pole 1805' from DER, 968' right of centerline, 60' AGL/109' MSL. Rwy 30L, Antenna on building 547' from DER, 274' right of centerline, 23' AGL/69' MSL.

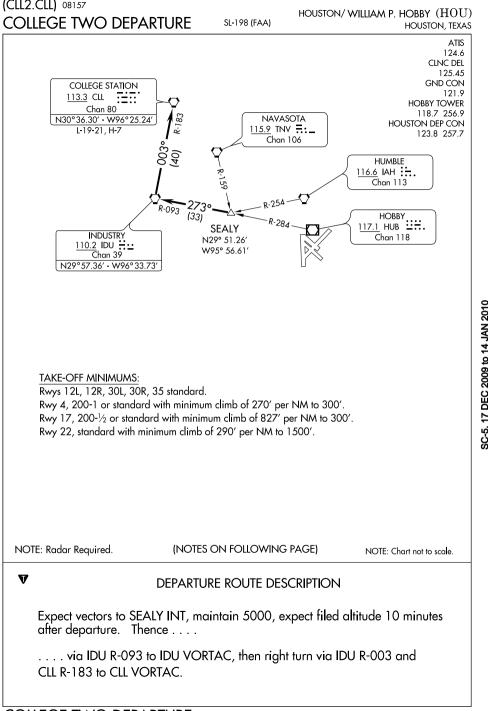
Multiple poles beginning 341' from DER, 501' left of centerline, up to 39' AGL/84' MSL.

Multiple trees beginning 1392' from DER, 466' left of centerline, up to 78' AGL/118' MSL. Rwy 30R, Pole 1096' from DER, 785' right of centerline, 29' AGL/75' MSL.

Antenna on building 500' from DER, 525' left of centerline, 33' AGL/69' MSL. Rwy 35, Antenna on light pole 738' from DER, 519' right of centerline, 40' AGL/86' MSL.

Light pole 1119' from DER, 353' right of centerline, 31' AGL/77' MSL. Antenna on building 66' from DER, 471' left of centerline, 33' AGL/69' MSL.





(CLL2.CLL) 081*57* HOUSTON/WILLIAM P. HOBBY (HOU) COLLEGE TWO DEPARTURE SL-198 (FAA) HOUSTON, TEXAS

SC-5, 17 DEC 2009 to 14 JAN 2010

TAKE-OFF OBSTACLES: Rwy 4. Pole 4403' from DER, 1069' right of centerline, 121' AGL/166' MSL. Light on building

1562' from DER, 859' right of centerline, 59' AGL/103' MSL. Building 3990' from DER, 1223' right of centerline, 139' AGL/174' MSL. Light on flagpole 4618' from DER, 768' right of centerline, 117' AGL/161' MSL. Rwy 12L, Antenna on hangar 1548' from DER, 424' left of centerline, 45' AGL/85' MSL.

Rwy 12R, Vehicle and road 514' from DER, 543' right of centerline, 17' AGL/55' MSL. Tree 1217' from DER, 756' right of centerline, 43' AGL/89' MSL. Fence 85' from DER, 492' left of

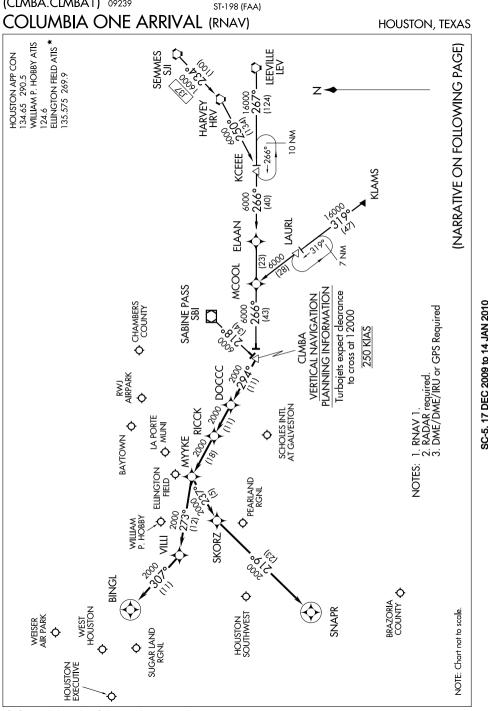
centerline, 4' AGL/ 45' MSL. Vehicle and road 176' from DER, 497' left of centerline, 17' AGL/55' MSL. Pole 1011' from DER, 696' left of centerline, 33' AGL/73' MSL. Tree 1256' from DER, 783' left of centerline, 38' AGL/78' MSL.

Rwy 17, Multiple poles beginning 606' from DER, 393' right of centerline, up to 79' AGL/124' MSL. Crane 1795' from DER, 689' right of centerline, 100' AGL/150' MSL. Antenna on building 620' from DER, 312' left of centerline, 27' AGL/72' MSL. Multiple trees beginning 721' from DER, 260' left of centerline, up to 71' AGL/116' MSL. Radar reflector 1214' from DER, 258' left of centerline, 32' AGL/77' MSL. Rwy 22, Pole 727' from DER, 626' right of centerline, 28' AGL/77' MSL. Tree 1310' from DER,

679' right of centerline, 27' AGL/76' MSL. Antenna on light pole 1805' from DER, 968' right of centerline, 60' AGL/109' MSL. Rwy 30L, Antenna on building 547' from DER, 274' right of centerline, 23' AGL/69' MSL. Multiple poles beginning 341' from DER, 501' left of centerline, up to 39' AGL/84' MSL. Multiple trees beginning 1392' from DER, 466' left of centerline, up to 78' AGL/118' MSL.

Rwy 30R, Pole 1096' from DER, 785' right of centerline, 29' AGL/75' MSL. Antenna on building 500' from DER, 525' left of centerline, 33' AGL/69' MSL. 1119' from DER, 353' right of centerline, 31' AGL/77' MSL. Antenna on building 66' from DER, 471' left of centerline, 33' AGL/69' MSL.

Rwy 35, Antenna on light pole 738' from DER, 519' right of centerline, 40' AGL/86' MSL. Light pole



COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and

DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF,

and VUH must be operational.)

LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)

SABINE PASS TRANSITION (SBI.CLMBA1):

SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING DUNINAVA 4. Francisco Company

<u>LANDING RUNWAY 4:</u> From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

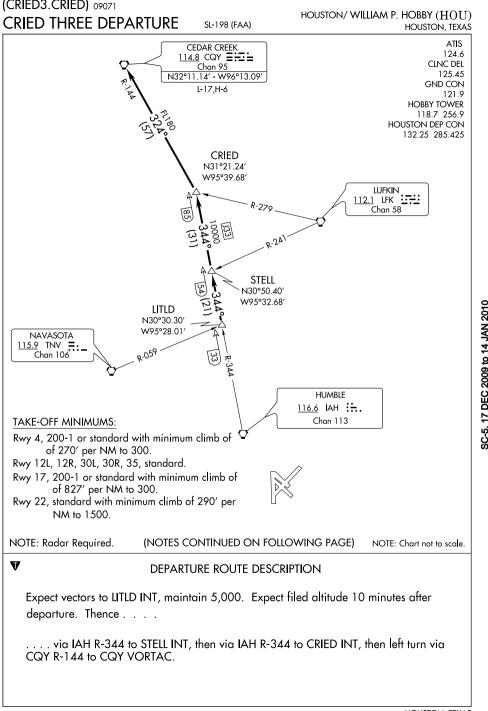
LANDING RUNWAY 12R: From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL

fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.



(CRIED3.CRIED) 09071 HOUSTON/ WILLIAM P. HOBBY (HOLL) CRIED THREE DEPARTURE SL-198 (FAA) HOUSTON, TEXAS

TAKE-OFF OBSTACLES

Rwy 4, Pole 4403', from DER, 1069' right of centerline, 121' AGL/166' MSL. Light on building 1562' from DER, 859' right of centerline, 59' AGL/103' MSL. Building 3990' from DER, 1223' right of centerline, 139' AGL/174' MSL. Light on flagpole 4618' from DER, 768' right of centerline, 117' AGL/161' MSL. Rwy 12L, Antenna on hanger, 1548' from DER, 424' left of centerline, 45' AGL/85' MSL. Rwy 12R, Vehicle and road 514' from DER, 543' right of centerline, 17' AGL/55' MSL. Tree 1217'

from DER, 756' right of centerline, 43' AGL/89' MSL. Fence 85' from DER, 492' left of centerline, 4' AGL/45' MSL. Vehicle and road 176' from DER, 497' left of centerline, 17' AGL/55' MSL. Pole 1011' from DER, 696' left of centerline, 33' AGL/73' MSL.

Tree 1256' from DER, 783' left of centerline, 38' AGL/78' MSL. Rwy 17, Multiple poles beginning 606' from DER, 393' right of centerline, up to 79' AGL/124' MSL. Crane 1795' from DER, 689' right of centerline, 100' AGL/150' MSL. Antenna on building, 620'

32' AGL/77' MSL Rwy 22, Antenna on light pole 1805' from DER, 968' right of centerline, 60' AGL/109' MSL. Pole, 727' from DER, 626' right of centerline, 28' AGL/77' MSL. Tree, 1310' from DER, 679' right of centerline, 27' AGL/76' MSL.

from DER, 312' left of centerline, 27' AGL/72' MSL. Multiple trees beginning 721' from DER, 260'

Rwy 30L, Multiple poles beginning 341' from DER, 501' left of centerline, up to 39' AGL/84' MSL. Antenna on building 547' from DER, 274' right of centerline, 23' AGL/69' MSL. Multiple

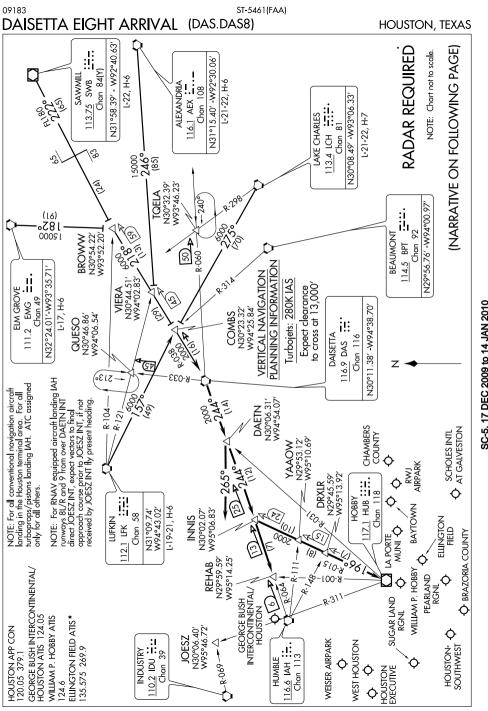
trees beginning 1392' from DER, 466' left of centerline, up to 78' AGL/118' MSL. Rwy 30R, Antenna on building, 500' from DER, 525' left of centerline, 33' AGL/69' MSL. Pole 1096' from DER, 785' right of centerline, 29' AGL/75' MSL.

Rwy 35, Antenna on light pole 738' from DER, 519' right of centerline, 40' AGL/86' MSL. Antenna on building 66' from DER, 471' left of centerline, 33' AGL/69' MSL.

Light pole 1119' from DER, 353' right of centerline, 31' AGL/77' MSL.

left of centerline, up to 71' AGL/116' MSL. Radar reflector, 1214' from DER, 258' left of centerline,

SC-5, 17 DEC 2009 to 14 JAN 2010



ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182

to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

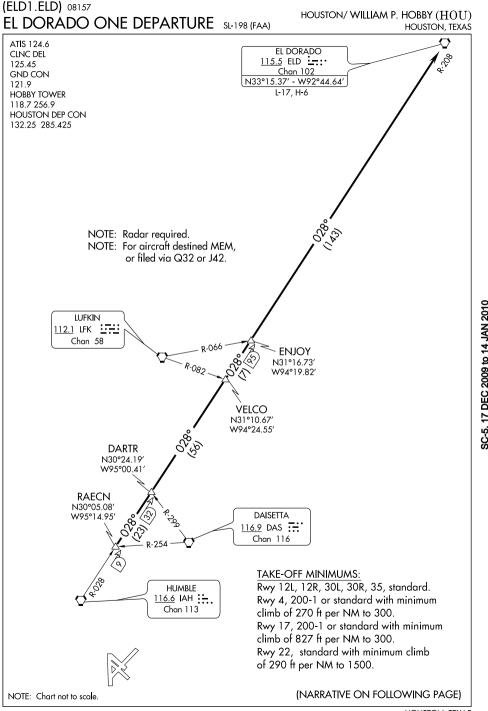
.... From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

.... From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to

HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.



SC-5, 17 DEC 2009 to 14 JAN 2010

EL DORADO ONE DEPARTURE SL-198 (FAA)

right of centerline, 60' AGL/109' MSL.

V

(ELD1.ELD) 08157

DEPARTURE ROUTE DESCRIPTION

Expect vectors to RAECN INT, maintain 5000, expect filed altitude 10 minutes after departure. Thence via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES Rwy 4, Pole 4403' from DER, 1069' right of centerline 121' AGL/166'MSL. Light on building

1562' from DER, 859' right of centerline, 59' AGL/103' MSL. Building 3990' from DER, 1223' right of centerline, 139' AGL/174' MSL. Light on flag pole 4618' from DER, 768' right of centerline, 117' AGL/161' MSL. Rwy 12L, Antenna on hanger 1548' from DER, 424' left of centerline, 45' AGL/ 85' MSL.

Rwy 12R, Vehicle and road 514' from DER, 543' right of centerline, 17' AGL/55' MSL. Tree 1217' from DER, 756' right of centerline, 43' AGL/89' MSL. Fence 85' from DER,

492' left of centerline, 4' AGL/45' MSL. Vehicle and road 176' from DER, 497' left of centerline, 17' AGL/55' MSL. Pole 1011' from DER, 696' left of centerline, 33' AGL/73' MSL. Tree 1256' from DER, 783' left of centerline, 38' AGL/78' MSL.

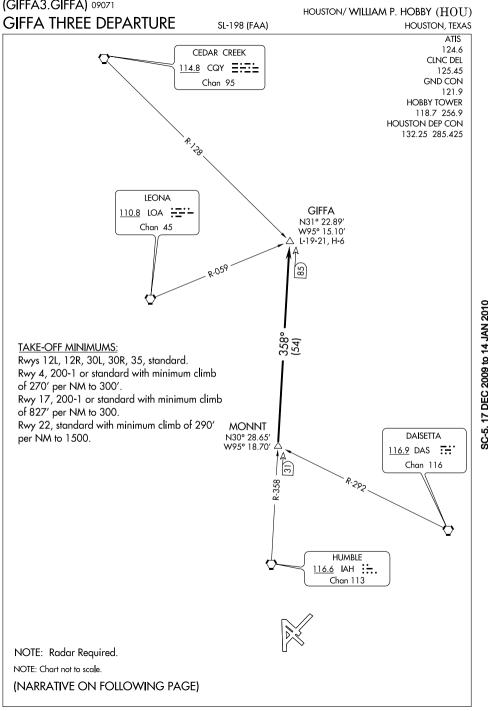
Rwy 17, Multiple poles beginning 606' from DER, 393' right of centerline, up to 79' AGL/124' MSL. Crane 1795' from DER, 689' right of centerline, 100' AGL/150' MSL. Antenna on building 620' from DER, 312' left of centerline, 27' AGL/72' MSL. Multiple trees beginning 721' from DER, 260' left of centerline, up to 71' AGL/116' MSL. Radar reflector

1214' from DER, 258' left of centerline, 32' AGL/77' MSL. Rwy 22, Pole 727' from DER, 626' right of centerline, 28' AGL/77' MSL. Tree 1310' from DER, 679' right of centerline, 27' AGL/76' MSL. Antenna on light pole 1805' from DER, 968'

Rwy 30L, Antenna on building 547' from DER, 274' right of centerline, 23' AGL/69' MSL. Multiple poles beginning 341' from DER, 501' left of centerline, up to 39' AGL/84' MSL. Multiple trees beginning 1392' from DER, 466' left of centerline, up to 78' AGL/118' MSL. Rwy 30R, Pole 1096' from DER, 785' right of centerline, 29' AGL/75' MSL. Antenna on building 500' from DER, 525' left of centerline 33' AGL/69' MSL.

Rwy 35, Antenna on light pole 738' from DER, 519' right of centerline, 40' AGL/86' MSL. Light pole 1119' from DER, 353' right of centerline, 31' AGL/77' MSL. Antenna on building 66'

from DER, 471' left of centerline, 33' AGL/69' MSL.



(CIFFA J. UPEE DED A DT. UPE HOUSTON / WILLIAM P. HORRY (F

GIFFA THREE DEPARTURE

SL-198 (FAA)

Houston/ William P. Hobby (HOU)Houston, Texas

SC-5, 17 DEC 2009 to 14 JAN 2010



DEPARTURE ROUTE DESCRIPTION

Expect vectors to MONNT INT, maintain 5000, expect filed altitude 10 minutes after departure. Thence

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES: Rwy 4, Pole 4403' from DER, 1069' right of centerline, 121' AGL/166' MSL.

Light on building 1562' from DER, 859' right of centerline, 59' AGL/103' MSL.

Building 3990' from DER, 1223', right of centerline, 139' AGL/174' MSL.

Light on flagpole 4618' from DER, 768' right of centerline, 117' AGL/161' MSL.

Rwy 12L, Antenna on hangar 1548' from DER, 424' left of centerline, 45' AGL/85' MSL. Rwy 12R, Vehicle and road 514' from DER, 543' right of centerline, 17' AGL/55' MSL. Tree 1217' from DER, 756' right of centerline, 43' AGL/89' MSL.

Tree 1217' from DER, 756' right of centerline, 43' AGL/89' MSL.
Fence 85' from DER, 492' left of centerline, 4' AGL/ 45' MSL.
Vehicle and road 176' from DER, 497' left of centerline, 17' AGL/55' MSL.
Pole 1011' from DER, 696' left of centerline, 33' AGL/73' MSL.

Pole 1011' from DER, 696' left of centerline, 33' AGL/73' MSL.

Tree 1256' from DER, 783' left of centerline, 38' AGL/78' MSL.

Rwy 17, Multiple poles beginning 606' from DER, 393' right of centerline, up to 79' AGL/124' MSL.

Crane 1795' from DER, 689' right of centerline, 100' AGL/150' MSL.

Antenna on building 620' from DER, 312' left of centerline, 27' AGL/72' MSL.

Multiple trees beginning 721' from DER, 260' left of centerline, up to 71' AGL/116' MSL.

Radar reflector 1214' from DER, 258' left of centerline, 32' AGL/77' MSL. Rwy 22, Pole 727' from DER, 626' right of centerline, 28' AGL/77' MSL.

Tree 1310' from DER, 679' right of centerline, 27' AGL/76' MSL.

Antenna on light pole 1805' from DER, 968' right of centerline, 60' AGL/109' MSL.

Rwy 30L, Antenna on building 547' from DER, 274' right of centerline, 23' AGL/69' MSL.

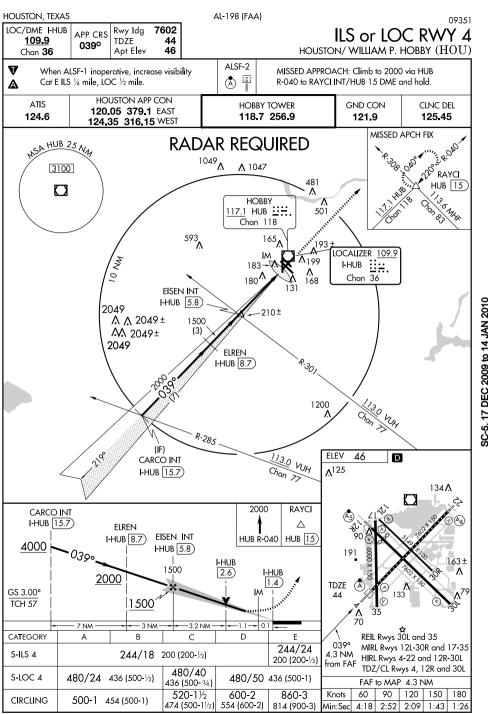
Multiple poles beginning 341' from DER, 501' left of centerline, up to 39' AGL/84' MSL. Multiple trees beginning 1392' from DER, 466' left of centerline, up to 78' AGL/118' MSL.

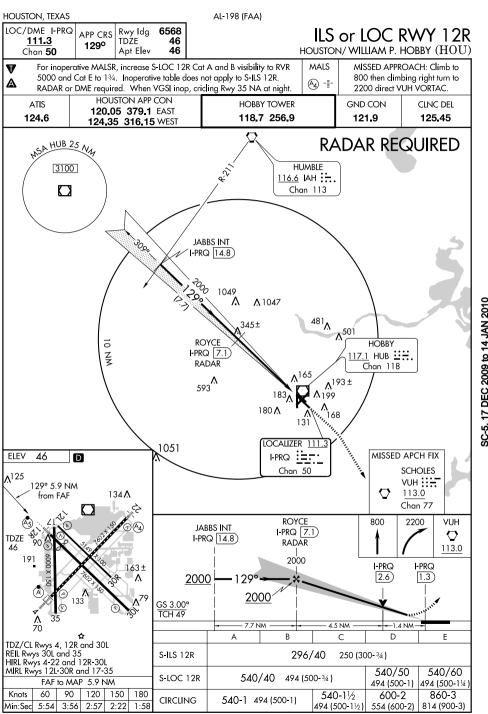
Rwy 30R, Pole 1096' from DER, 785' right of centerline, 29' AGL/75' MSL.

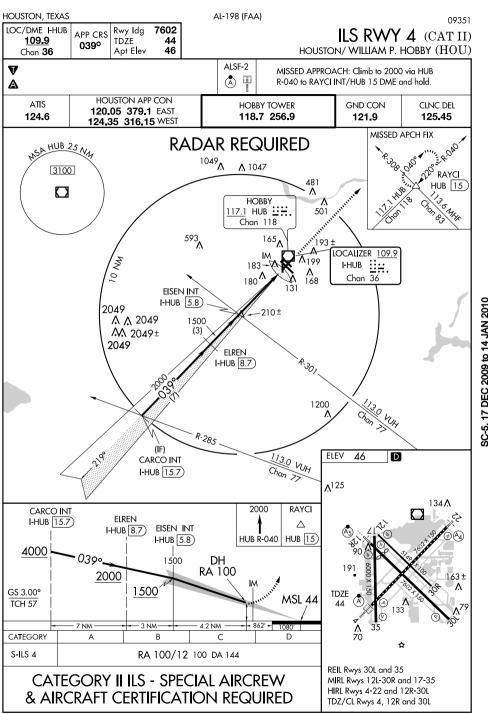
Antenna on building 500' from DER, 525' left of centerline, 33' AGL/69' MSL.

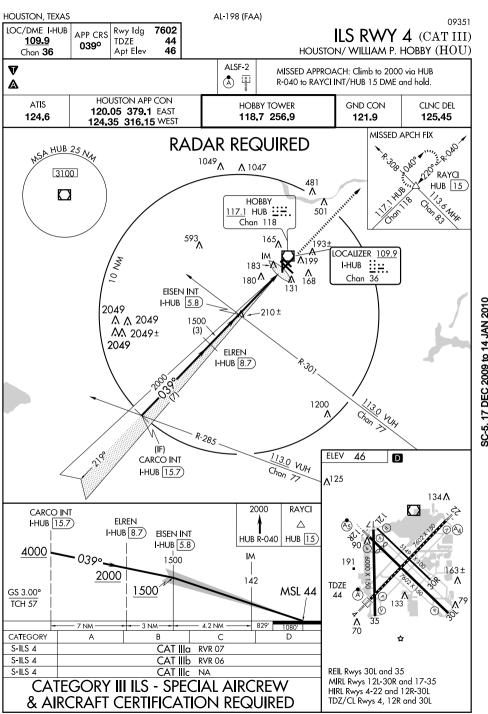
Rwy 35. Antenna on light pole 738' from DER, 519' right of centerline, 40' AGI/86' M

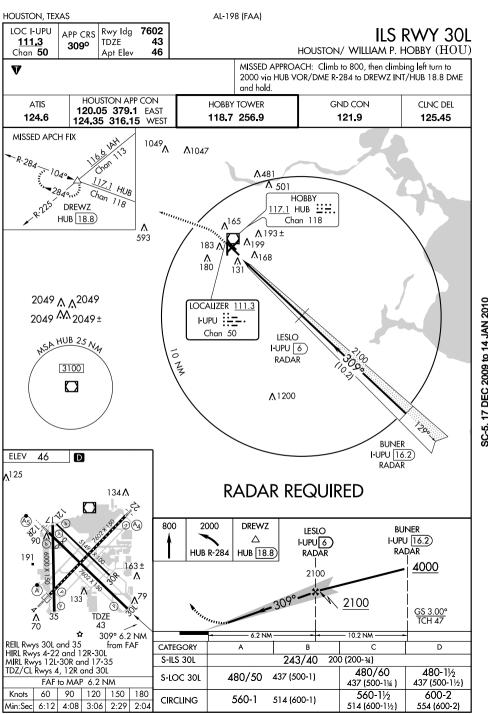
Rwy 35, Antenna on light pole 738' from DER, 519' right of centerline, 40' AGL/86' MSL. Light pole 1119' from DER, 353' right of centerline, 31' AGL/77' MSL. Antenna on building 66' from DER, 471' left of centerline, 33' AGL/69' MSL.

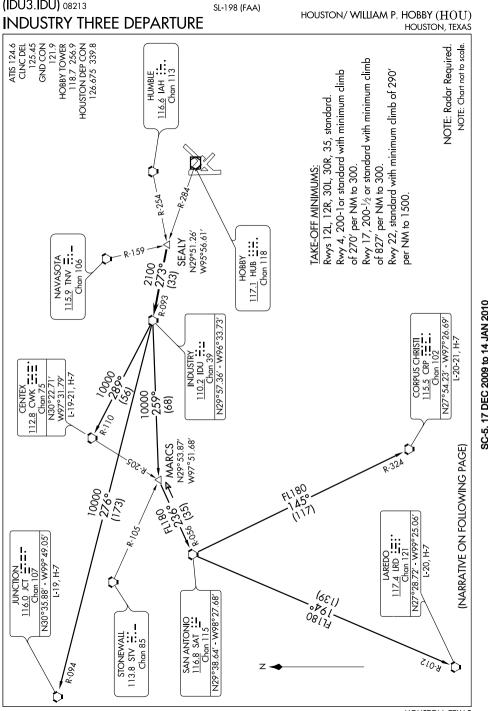












V

DEPARTURE ROUTE DESCRIPTION

SL-198 (FAA)

TAKE-OFF ALL RUNWAYS: Expect vectors to Sealy INT. Maintain 5000 feet.

then via SAT R-145 and CRP R-324 to CRP VORTAC.

Expect filed altitude 10 minutes after departure. Thence

. . . . via IDU R-093 to IDU VORTAC.

<u>CENTEX TRANSITION (IDU3.CWK)</u>: (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403' from DER, 1069' right of centerline, 121' AGL/166' MSL. Light on building 1562' from DER, 859' right of centerline, 59' AGL/103' MSL. Building 3990' from DER, 1223', right of centerline, 139' AGL/174' MSL. Light on flagpole 4618' from DER, 768' right of centerline, 117' AGL/161' MSL. Rwy 12L. Antenna on hangar 1548' from DER, 424' left of centerline.

AGL/161' MSL. Rwy 12L, Antenna on hangar 1548' from DER, 424' left of centerline, 45' AGL/85' MSL. Rwy 12R, Vehicle and road 514' from DER, 543' right of centerline, 17' AGL/55' MSL. Tree 1217' from DER, 756' right of centerline, 43' AGL/89' MSL. Fence 85' from DER, 492' left of centerline, 4' AGL/ 45' MSL. Vehicle and road 176' from DER, 497' left of

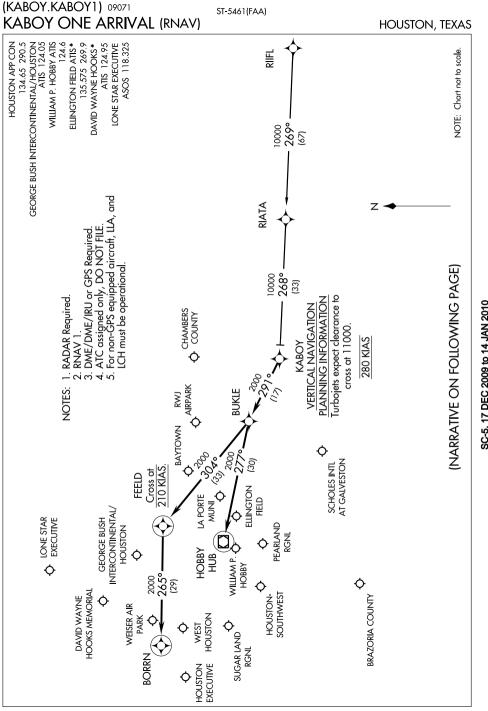
Tree 1256' from DER, 783' left of centerline, 38' AGL/78' MSL. Rwy 17, Multiple poles beginning 606' from DER, 393' right of centerline, up to 79' AGL/124' MSL. Crane 1795' from DER, 689' right of centerline, 100' AGL/150' MSL. Antenna on building 620' from DER, 312' left of centerline, 27' AGL/72' MSL. Multiple trees beginning 721' from DER, 260' left of centerline, up to 71'

centerline, 17' AGL/55' MSL. Pole 1011' from DER, 696' left of centerline, 33' AGL/73' MSL.

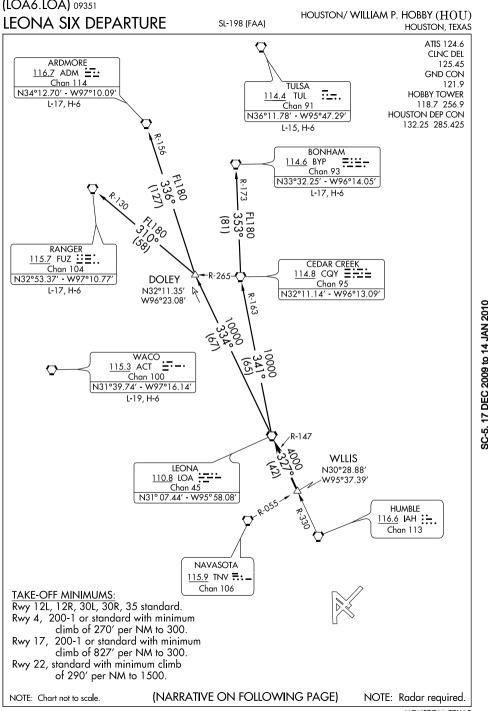
AGL/116' MSL. Radar reflector 1214' from DER, 258' left of centerline, 32' AGL/77' MSL. Rwy 22, Pole 727' from DER, 626' right of centerline, 28' AGL/77' MSL. Tree 1310' from DER, 679' right of centerline, 27' AGL/76' MSL. Antenna on light pole 1805' from DER, 968' right of

centerline, 60' AGL/109' MSL. Rwy 30L, Antenna on building 547' from DER, 274' right of centerline, 23' AGL/69' MSL. Multiple poles beginning 341' from DER, 501' left of centerline, up to 39' AGL/84' MSL. Multiple trees beginning 1392' from DER, 466' left of centerline, up to 78' AGL/118' MSL. Rwy 30R, Pole 1096' from DER, 785' right of centerline, 29' AGL/75' MSL. Antenna on building 500' from DER, 525' left of centerline, 33' AGL/69' MSL. Rwy 35, Antenna

on light pole 738' from DER, 519' right of centerline, 40' AGL/86' MSL. Light pole 1119' from DER, 353' right of centerline, 31' AGL/77' MSL. Antenna on building 66' from DER, 471' left of centerline, 33' AGL/69' MSL.



(KABOY.KABOY1) 09071	ST-5461(FAA)			
KABOY ONE ARRIVAL (RNAV)		HOUSTON, TEXAS		
ARRIVAL DESCRIPTION				
RIIFL TRANSITION (RIIFL.KABOY1)				
From KABOY via 291° track to BUKLE				
GEORGE BUSH INTERCONTINENTAL	/HOUSTON (IA	λΗ) <u>:</u>		
LANDING RUNWAYS 8L/8R, OR 9: . depicted to BORRN. Expect vectors to received by BORRN, fly present heading	final approach			
ALL OTHER RUNWAYS: From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.				
DAVID WAYNE HOOKS MEMORIAL (I From BUKLE via 304° track to FEE prior to FEELD.	DWH) AND LO ELD. Expect vec	NE STAR EXECUTIVE (CXO): ctors to final approach course		
ALL OTHER AIRPORTS: From BUK Expect vectors to final approach course				
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		5		
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HOUSTON/ WILLIAM P. HOBBY (HOU) LEONA SIX DEPARTURE SL-198 (FAA) HOUSTON, TEXAS

77 DEPARTURE ROUTE DESCRIPTION

Expect vectors to WLLIS INT, maintain 5000, expect filed altitude 10 minutes after departure. Thence

. . . . via LOA R-147 to LOA VORTAC.

left of centerline, 32' AGL/77' MSL.

(LOA6.LOA) 081*57*

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC

FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT. then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403' from DER, 1069' right of centerline, 121' AGL/166' MSL. Light on building 1562' from DER, 859' right of centerline, 59' AGL/103' MSL. Building 3990' from DER, 1223' right of centerline, 139' AGL/174' MSL. Light on flag pole 4618' from DER, 768'

right of centerline, 117' AGL/161' MSL. Rwy 12L, Antenna on hangar 1548' from departure end of runway, 424' left of centerline, 45' AGL/85' MSL.

Rwy 12R, Vehicle and road 514' from DER, 543' right of centerline, 17' AGL/55' MSL. Tree 1217' from DER, 756' right of centerline, 43' AGL/89' MSL. Fence 85' from DER, 492' left of centerline, 4' AGL/ 45' MSL. Vehicle and road 176' from DER, 497' left of centerline, 17' AGL/55' MSL. Pole 1011' from DER, 696' left of centerline, 33' AGL/73' MSL. Tree

1256' from DER, 783' left of centerline, 38' AGL/78' MSL.

Rwy 17, Multiple poles beginning 606' DER, 393' right of centerline, up to 79' AGL/124' MSL. Crane 1795' from DER, 689' right of centerline, 100' AGL/150' MSL. Antenna on building 620' from DER, 312' left of centerline, 27' AGL/72' MSL. Multiple trees beginning 721' from

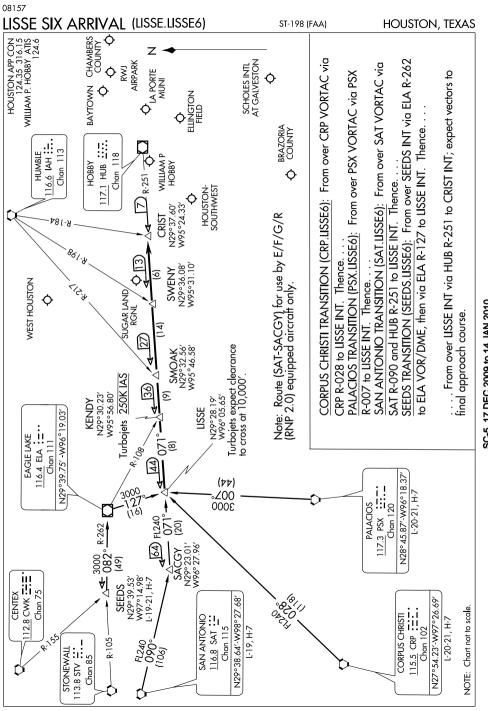
DER, 260' left of centerline, up to 71' AGL/116' MSL. Radar reflector 1214' from DER, 258'

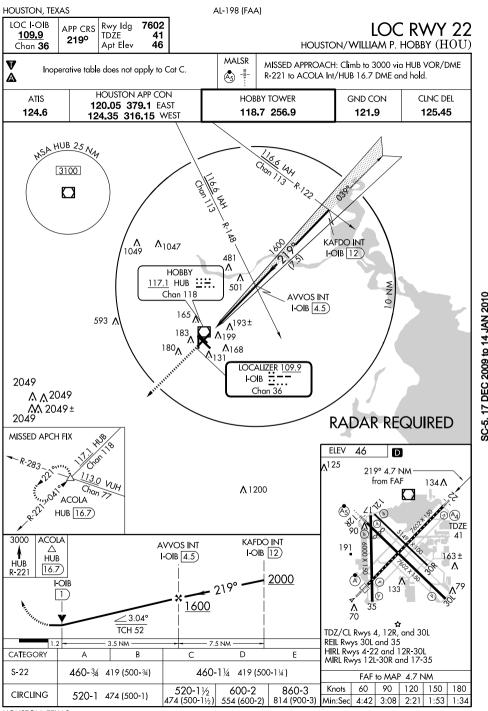
Rwy 22, Antenna on light pole, 1805' from DER, 968' right of centerline, 60' AGL/109' MSL. Pole 727' from DER, 626' right of centerline, 28' AGL/77' MSL. Tree 1310' from DER, 679' right of centerline, 27' AGL/76' MSL. Rwy 30L, Antenna on building 547' from DER, 274' right of centerline, 23' AGL/69' MSL. Multiple poles beginning 341' from DER, 501' left of centerline, up to 39' AGL/84' MSL. Multiple trees beginning 1392' from DER, 466' left of centerline, up to 78' AGL/118' MSL. Rwy 30R, Antenna on building 500' from DER, 525' left of centerline, 33' AGL/69' MSL. Pole 1096'

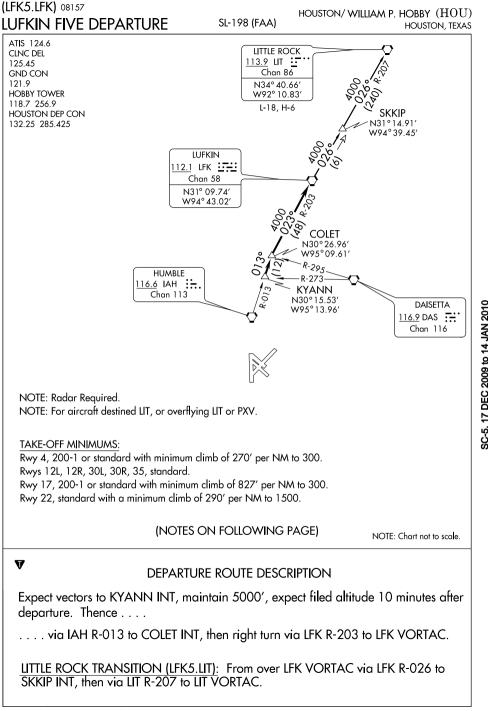
from DER, 785' right of centerline, 29' AGL/75' MSL. Rwy 35, Antenna on light pole 738' from DER, 519' right of centerline, 40' AGL/86' MSL. Antenna on building 66' from DER, 471' left of centerline, 33' AGL/69' MSL. Light pole 1119' from

DER, 353' right of centerline, 31' AGL/77' MSL.

SC-5, 17 DEC 2009 to 14 JAN 2010







(LFK5.LFK) 081*57* HOUSTON/WILLIAM P. HOBBY (HOU)LUFKIN FIVE DEPARTURE SL-198 (FAA) HOUSTON, TEXAS

right of centerline, 117' AGL/161' MSL.

258' left of centerline, 32' AGL/77' MSL.

of centerline, 60' AGL/109' MSL.

Pole 4403' from DER, 1069' right of centerline, 121' AGL/166' MSL. Light on building Rwy 4. 1562' from DER, 859' right of centerline, 59' AGL/103' MSL. Building 3990' from DER,

TAKE-OFF OBSTACLES

1223', right of centerline, 139' AGL/174' MSL. Light on flagpole 4618' from DER, 768'

Tree 1217' from DER, 756' right of centerline, 43' AGL/89' MSL. Fence 85' from DER, 492' left of centerline, 4' AGL/ 45' MSL. Vehicle and road 176' from DER, 497' left of centerline, 17' AGL/55' MSL. Pole 1011' from DER, 696' left of centerline, 33' AGL/73' MSL. Tree 1256' from DER, 783' left of centerline, 38' AGL/78' MSL.

Multiple poles beginning 606' from DER, 393' right of centerline, up to 79' AGL/124' MSL. Crane 1795' from DER, 689' right of centerline, 100' AGL/150' MSL. Antenna on building 620' from DER, 312' left of centerline, 27' AGL/72' MSL. Multiple trees beginning 721' from DER, 260' left of centerline, up to 71' AGL/116' MSL. Radar reflector 1214' from DER,

679' right of centerline, 27' AGL/76' MSL. Antenna on light pole 1805' from DER, 968' right

poles beginning 341' from DER, 501' left of centerline, up to 39' AGL/84' MSL. Multiple trees beginning 1392' from DER, 466' left of centerline, up to 78' AGL/118' MSL. Rwy 30R, Pole 1096' from DER, 785' right of centerline, 29' AGL/75' MSL. Antenna on building

1119' from DER, 353' right of centerline, 31' AGL/77' MSL. Antenna on building 66' from

SC-5, 17 DEC 2009 to 14 JAN 2010

Rwy 22, Pole 727' from DER, 626' right of centerline, 28' AGL/77' MSL. Tree 1310' from DER,

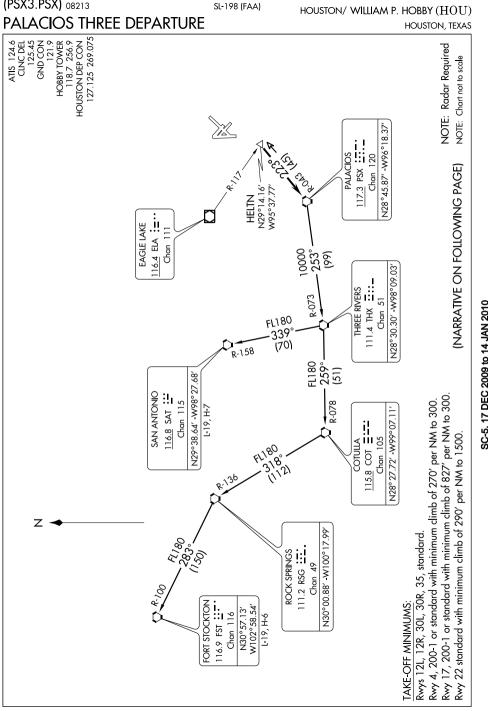
Rwy 30L, Antenna on building 547' from DER, 274' right of centerline, 23' AGL/69' MSL. Multiple

Rwy 35, Antenna on light pole 738' from DER, 519' right of centerline, 40' AGL/86' MSL. Light pole

500' from DER, 525' left of centerline, 33' AGL/69' MSL.

DER, 471' left of centerline, 33' AGL/69' MSL.

Rwy 12L, Antenna on hangar 1548' from DER, 424' left of centerline, 45' AGL/85' MSL Rwy 12R, Vehicle and road 514' from DER, 543' right of centerline, 17' AGL/55' MSL.



V

HOUSTON/ WILLIAM P. HOBBY (HOU)

PALACIOS THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Expect vectors to HELTN INT, maintain 5000'. Expect filed altitude 10 minutes after departure. Thence . .

. . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC. then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-1.58 to SAT VORTAC

TAKE-OFF OBSTACLES: Rwy 4,

Pole 4403' from DER, 1069' right of centerline, 121' AGL/166' MSL. Light on building 1562' from DER, 859' right of centerline, 59' AGL/103' MSL. Building 3990' from DER, 1223' right of centerline, 139' AGL/174' MSL. Light on flagpole 4618' from DER, 768' right of centerline, 117' AGL/161' MSL. Rwy 12L, Antenna on hangar 1548' from DER, 424' left of centerline, 45' AGL/85' MSL.

Rwy 12R, Vehicle on road 514' from DER, 543' right of centerline, 17' AGL/55' MSL.

Tree 1217' from DER, 756' right of centerline, 43' AGL/89' MSL.

Fence 85' from DER, 492' left of centerline, 4' AGL/45' MSL.

Vehicle and road 176' from DER, 497' left of centerline, 17' AGL/55' MSL. Pole 1011' from DER, 696' left of centerline, 33' AGL/73' MSL.

Tree 1256' from DER, 783' left of centerline, 38' AGL/78' MSL.

Multiple poles beginning 606' from DER, 393' right of centerline, up to 79' AGL/124' MSL. Rwy 17, Crane 1795' from DER, 689' right of centerline, 100' AGL/150' MSL.

Antenna on building 620' from DER, 312' left of centerline, 27' AGL/72' MSL. Multiple trees beginning 721' from DER, 260' left of centerline, up to 71' AGL/116' MSL.

Radar reflector 1214' from DER, 258' left of centerline, 32' AGL/77' MSL. Rwy 22, Pole 727' from DER, 626' right of centerline, 28' AGL/77' MSL.

Tree 1310' from DER, 679' right of centerline, 27' AGL/76' MSL. Antenna on light pole 1805' from DER, 968' right of centerline, 60' AGL/109' MSL.

Antena on building 547' from DER, 274' right of centerline, 23' AGL/69' MSL.

Multiple poles beginning 341' from DER, 501' left of centerline, up to 39' AGL/84' MSL. Multiple trees beginning 1392' from DER, 466' left of centerline, up to 78' AGL/118' MSL.

Rwy 30R, Pole 1096' from DER, 785' right of centerline, 29' AGL/75' MSL. Antenna on building 500' from DER, 525' left of centerline, 33' AGL/69' MSL.

Antenna on light pole 738' from DER, 519' right of centerline, 40' AGL/86' MSL. Rwy 35,

Light pole 1119' from DER, 353' right of centerline, 31' AGL/77' MSL. Antenna on building 66' from DER, 471' left of centerline, 33' AGL/69' MSL. (RIICE.RIICE2) 08213 ST-5461 (FAA) RIICE TWO ARRIVAL Transition Routes HOUSTON, TEXAS BILEE TRANSITION (BILEE.RIICE2): From over COWBOY BILEE INT via TNV R-334 and IAH R-313 to 116.2 CVE ..:= Chan 109 RIICE INT. Thence.... N32°53.42′ MILLSAP COLLEGE STATION TRANSITION (CLL.RIICE2): W96°54.24′ 117.7 MQP ==:-From over CLL VORTAC via CLL R-076 and IAH Chan 124 L-17. H-6 R-313 to RIICE INT. Thence.... N32°43.57 W97°59.85' COWBOY TRANSITION (CVE.RIJCE2): From L-17. H-6 over CVE VOR/DME via CVE R-160 to TORNN 12700 CHMPZ INT. Then via TNV R-334 to HOMRN INT. R-090 N32° 33.95′ Then via IAH R-313 to RIICE INT. Thence.... W96° 48 64' ILEXY TRANSITION (ILEXY.RIICE2): From over ILEXY INT via CIL R-238 to CIL VORTAC. Then via CLL R-076 and IAH R-313 to RIICE INT. LUKIY N32° 19.46′ Thence.... D'SO TINY (2) W97° 29.79′ LEONA TRANSITION (LOA.RIICE2): From over LOA VORTAC via LOA R-181 to BAZBL INT. R-334 WACO Then via IAH R-313 to RIICE INT. Thence.... 115.3 ACT =--Chan 100 LLANO TRANSITION (LLO.RIJCE2): From over R-093 LLO VORTAC via LLO R-080 to HOMRN INT. **TORNN** N31° 31.22′ Then via IAH R-313 to RIICE INT. Thence.... TURBOJETS (/E, /F, /G, /Q, SC-5, 17 DEC 2009 to 14 JAN 2010 W96° 30.88′ MILLSAP TRANSITION (MQP.RIICE2): From and /R [RNP-2.0]): Landina over MQP VORTAC via MQP R-124 TORNN IAH prepare to be reassigned INT. Then via TNV R-334 to HOMRN INT. the AGGEE STAR by ATC then via IAH R-313 to RIICE INT. Thence.... in lieu of this star. **HOOTZ** (Continued on following page) N31° 19.24' TURBOJETS: R.₂₈₈ . W96° 26.94' Landing East at IAH HOUSTON APP CON cross RIICE INT at 250K. 124.35 316.15 119.7 281.4 Landing East at IAH expect BILEE -R-268 GEORGE BUSH INTERCONTINENTAL clearance to cross RIICE INT N31° 09.75′ AIRPORT/HOUSTON ATIS at 10000. W96°23.31′ 124.05 Landing West at IAH expect L-17, H-6 DAVID WAYNE HOOKS ATIS clearance to cross RIICE INT 124.95 at 12000. WILLIAM P. HOBBY ATIS 124.6 **HOMRN** N30° 50.00′ FL195 W96° 15.80′ LEONA ._.. 080° **ARNNE** (130)Chan 45 N30° 43.74′ BAZBL N31°07.44′-W95°58.08′ IIANO W96° 33.00′ N30° 38.27' L-19-21, H-6 108.2 LLO :=:: W96° 03.40′ Chan 19 N30° 47.78′-W98° 47.24′ 5000 L-19, H-6-7 **BAATS** *2000 N30° 31.60′ 5000 CENTEX 076° W95° 56.38′ *2000 112.8 CWK ==== (19)058° Chan 75 RIICE COLLEGE STATION N30° 27.15 113.3 CLL :::: - R-088 -W95° 51.71′ Chan 80 **ILEXY** N30° 36.30′-W96°25.24′ See following N30° 21.17′ L-19-21, H-7 page for W97° 04.76' NAVASOTA L-17-19-21 arrival routes. 115.9 TNV =:_ NOTE: Chart not to scale. Chan 106 NOTE: CLL transition for CLL departures only. NOTE: ILEXY transition for Austin terminal departures only.

(RIICE.RIICE2) 08213 ST-5461 (FAA) RIICE TWO ARRIVAL Arrival Routes HOUSTON, TEXAS RIICE — HOUSTON APP CON N30° 27.15' 124.35 316.15 **BRKMN** 1197 2814 W95° 51.71′ 40° N30° 23.44′ GEORGE BUSH INTERCONTINENTAL W95° 47.82′ AIRPORT/HOUSTON ATIS LONE STAR EXECUTIVE 124.05 O DAVID WAYNE HOOKS ATIS R-058 124 95 WILLIAM P. HOBBY ATIS JERZ 1246 N30° 12.30′ R-094 W95° 36.19′ LYYTE NAVASOTA N30° 06.35′ 116.9 DAS 115.9 TNV .:. W95° 30.00′ Chan 116 R-259 Chan 106 085° 116.9 DAS (34)ADVL Chan 116 DAVID WAYNE HOOKS R-256 N30° 06.31 MEMORIAL W94° 50.80′ NINFA GEORGE BUSH N30° 04.09' R.050 INTERCONTINENTAL/ W94° 50.80′ BANTY **HOUSTON** 116.4 ELA N30° 04.12′ W95° 27.68′ **SEEYA** 116.4 ELA N29° 54.33′ AAAXX W94° 50 85' N29° 54.61′ W 95° 23.75′ HUMBLE 116.6 IAH :≒. TURBOJETS: Chan 113 Landina East at IAH cross RIICE INT at 250K. **UUSTN** Landing East at IAH expect clearance to cross N29° 48.54' RIICE INT at 10,000. W95° 21.15' Landing West at IAH expect clearance to cross RIICE INT at 12,000.

Landing West at IAH cross BRKMN INT at 250K.

TURBOJETS (/E, /F, /G, /Q, and /R [RNP-2.0]):
Landing IAH prepare to be reassigned the AGGEE

NOTE: Chart not to scale.

STAR by ATC in lieu of this star.

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

....From over RIICE INT via IAH R-313 to LYYTE INT. Landing Runway 26L/26R or 27; fly heading 085° for vectors to final approach course. For /E, /F, /G, /Q and /R (RNP-2.0), equipped aircraft from LYYTE INT direct ADVLL WP, expect vectors to final approach course prior to ADVLL WP; if not received by ADVLL WP, fly present heading.

WILLIAM P HOBBY Φ

WILLIAM P. HOBBY (HOU) (ATC ASSIGNED):

....From over RIICE INT via IAH R-313 to LYYTE INT, then via HUB R-332 to UUSTN INT, expect vectors to final approach course at or prior to UUSTN INT.

DAVID WAYNE HOOKS MEMORIAL (DWH) and LONE STAR EXCUTIVE (CXO):

....From over RIICE INT via IAH R-313 to LYYTE INT, expect vectors to final approach course at or prior to LYYTE INT.

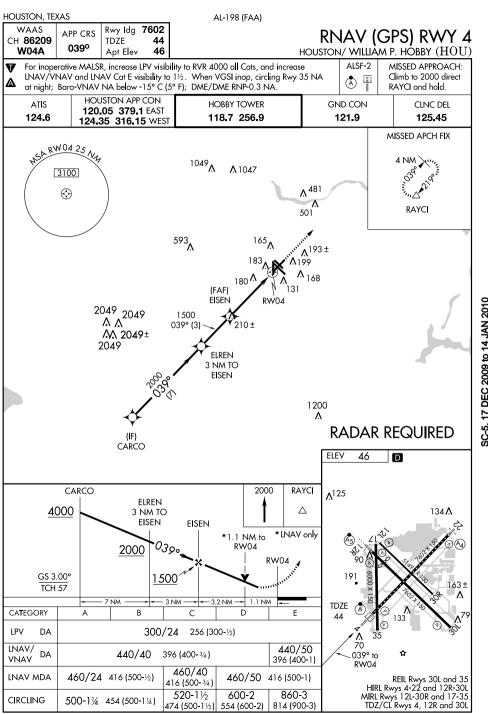
ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to LYYTE INT.

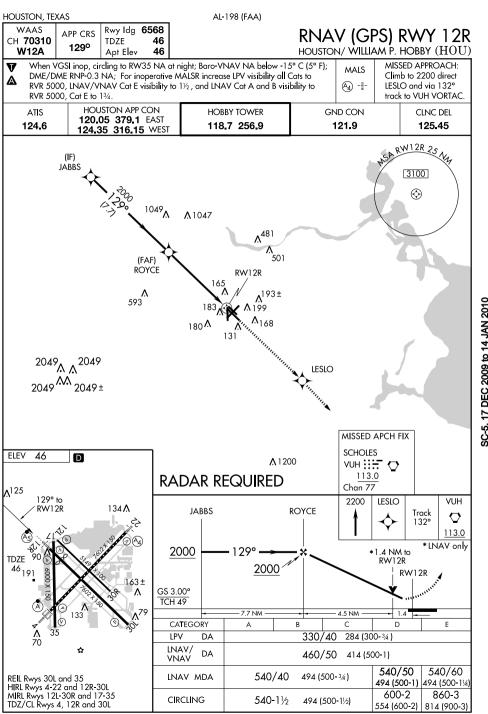
SC-5. 17 DEC 2009 to 14 JAN 2010

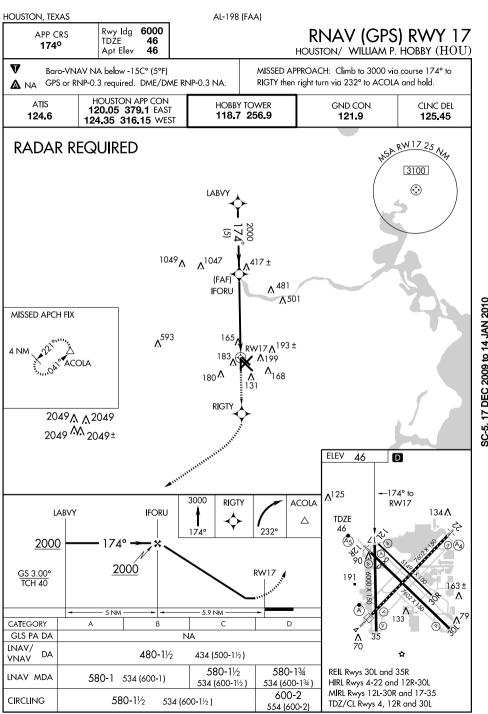
113.6 MHF

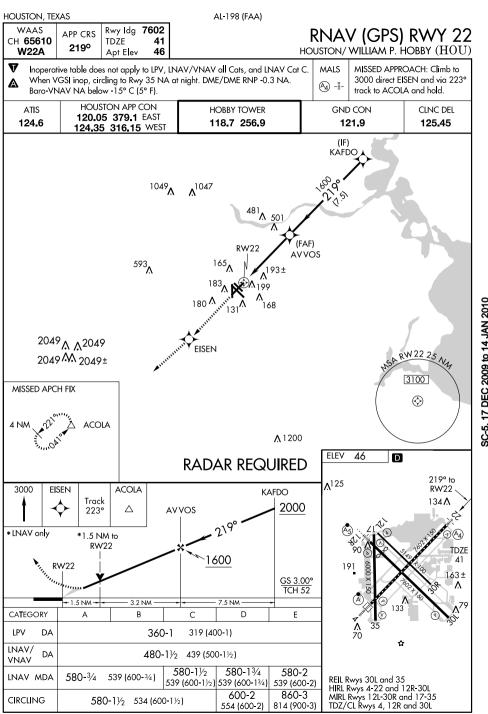
HOBBY

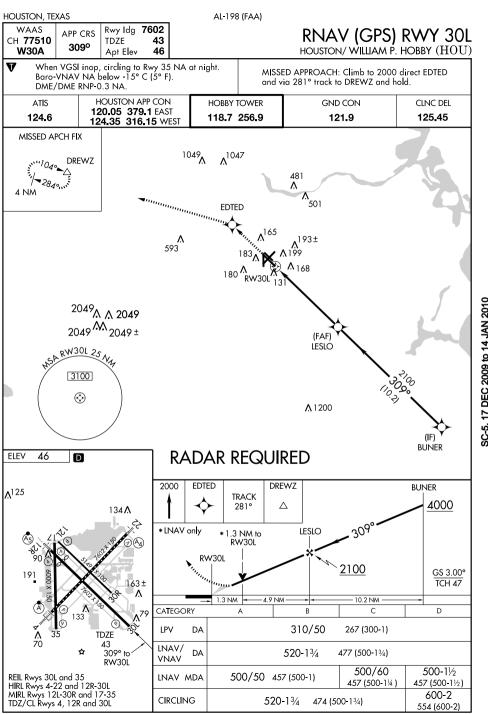
117.1 HUB ::::

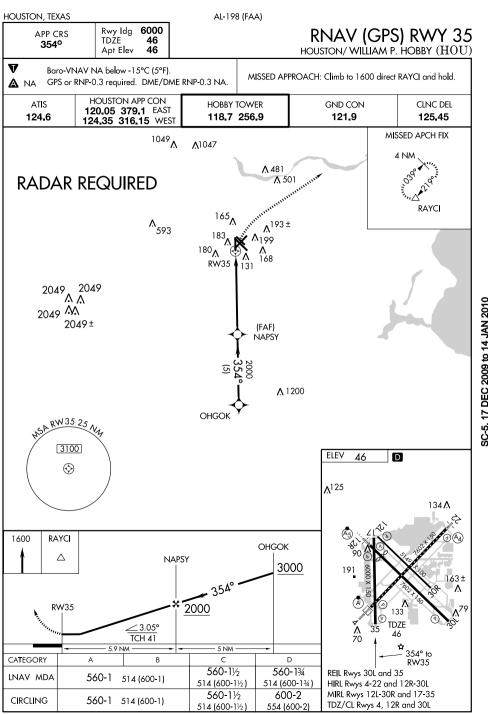


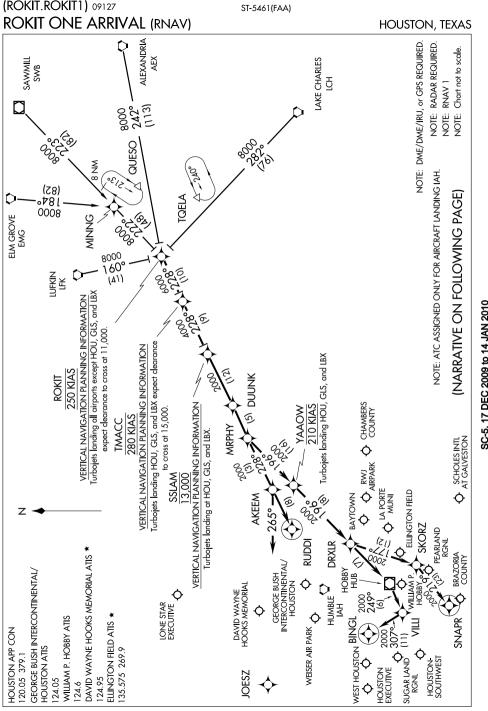












ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.

ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.

LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.

LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational. SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS

must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

.... From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect

vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU): RUNWAY 4 From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR.

present heading.

present heading.

(ROKIT.ROKIT1) 09239

Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly

RUNWAY 12R From MRPHY via 196° track to YAAOW, thence as depicted to BINGL.

Expect vectors to final approach course prior to BINGL, if not received by BINGL fly

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

DRXLR. Expect vectors to final approach course prior to DRXLR.

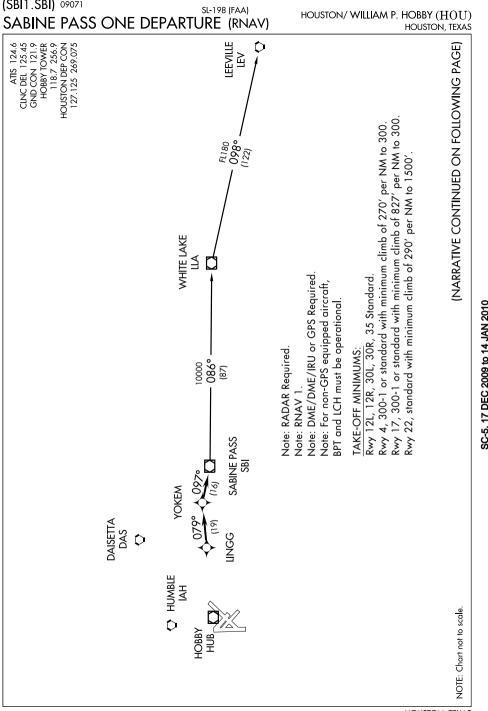
RUNWAYS 8 L/R and 9 From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

ALL OTHER RUNWAYS From MRPHY via 196° track to YAAOW, thence as depicted to

FOR OTHER SATELLITE AIRPORTS:

.... From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.



(SBIT.SBI) 09071

SL-198 (FAA)

HOUSTON/ WILLIAM P. HOBBY (HOU)HOUSTON, TEXAS

SC-5, 17 DEC 2009 to 14 JAN 2010

SABINE PASS ONE DEPARTURE (RNAV)

V

DEPARTURE ROUTE DESCRIPTION

Expect vectors to LINGG, maintain 5000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV) WHITE LAKE TRANSITION: (SBI1.LLA)

TAKE-OFF OBSTACLES: Pole 4403' from DER, 1069' right of centerline, 121' AGL/166' MSL.

Rwy 4,

Light on building 1562' from DER, 859' right of centerline, 59' AGL/103' MSL. Building 3990' from DER, 1223' right of centerline, 139' AGL/174' MSL. Light on flagpole 4618' from DER, 768' right of centerline, 117' AGL/161' MSL.

Antenna on hangar 1548' from DER, 424' left of centerline, 45' AGL/85' MSL. Rwy 12R, Vehicle on road 514' from DER, 543' right of centerline, 17' AGL/55' MSL.

Tree 1217' from DER, 756' right of centerline, 43' AGL/89' MSL. Fence 85' from DER, 492' left of centerline, 4' AGL/45' MSL. Vehicle and road 176' from DER, 497' left of centerline, 17' AGL/55' MSL. Pole 1011' from DER, 696' left of centerline, 33' AGL/73' MSL.

Tree 1256' from DER, 783' left of centerline, 38' AGL/78' MSL. Multiple poles beginning 606' from DER, 393' right of centerline, up to 79' AGL/124' MSL. Rwy 17, Crane 1795' from DER, 689' right of centerline, 100' AGL/150' MSL.

Antenna on building 620' from DER, 312' left of centerline, 27' AGL/72' MSL. Multiple trees beginning 721' from DER, 260' left of centerline, up to 71' AGL/116' MSL. Radar reflector 1214' from DER, 258' left of centerline, 32' AGL/77' MSL.

Pole 727' from DER, 626' right of centerline, 28' AGL/77' MSL. Rwy 22, Tree 1310' from DER, 679' right of centerline, 27' AGL/76' MSL.

Antenna on light pole 1805' from DER, 968' right of centerline, 60' AGL/109' MSL. Rwy 30L. Antenna on building 547' from DER, 274' right of centerline, 23' AGL/69' MSL. Multiple poles beginning 341' from DER, 501' left of centerline, up to 39' AGL/84' MSL.

Multiple trees beginning 1392' from DER, 466' left of centerline, up to 78' AGL/118' MSL. Rwy 30R, Pole 1096' from DER, 785' right of centerline, 29' AGL/75' MSL.

Antenna on building 500' from DER, 525' left of centerline, 33' AGL/69' MSL. Rwy 35, Antenna on light pole 738' from DER, 519' right of centerline, 40' AGL/86' MSL.

Light pole 1119' from DER, 353' right of centerline, 31' AGL/77' MSL. Antenna on building 66' from DER, 471' left of centerline, 33' AGL/69' MSL.

TAKE-OFF OBSTACLES:

Rwv 4. Pole 4403' from DER, 1069' right of centerline, 121' AGL/166' MSL. Light on building 1562' from DER, 859' right of centerline, 59' AGL/103' MSL. Building 3990' from DER, 1223' right of centerline, 139' AGL/174' MSL. Light on flagpole 4618' from DER, 768' right of centerline, 117' AGL/161' MSL.

Rwy 12L, Antenna on hangar 1548' from DER, 424' left of centerline, 45' AGL/85' MSL Rwy 12R, Vehicle and road 514' from DER, 543' right of centerline, 17' AGL/55' MSL. Tree 1217' from DER, 756' right of centerline, 43' AGL/89' MSL. Fence 85' from DER,

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Multiple poles beginning 606' from DER, 393' right of centerline, up to 79' AGL/124' MSL. Crane 1795' from DER, 689' right of centerline, 100' AGL/150' MSL. Antenna on building 620' from DER, 312' left of centerline, 27' AGL/72' MSL. Multiple trees beginning 721' from DER, 260' left of centerline, up to 71' AGL/116' MSL. Radar reflector 1214' from DER, 258' left of centerline, 32' AGL/77' MSL.

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Rwy 30R, Pole 1096' from DER, 785' right of centerline, 29' AGL/75' MSL. Antenna on building 500' from DER, 525' left of centerline, 33' AGL/69' MSL. Rwy 35. Antenna on light pole 738' from DER, 519' right of centerline, 40' AGL/86' MSL. Light pole 1119' from DER, 353' right of centerline, 31' AGL/77' MSL. Antenna on buildina 66' from DER, 471' left of centerline, 33' AGL/69' MSL.

09071 ST-198 (FAA) WILLIAM P. HOBBY TEXNN FOUR ARRIVAL (TEXNN.TEXNN4) HOUSTON, TEXAS HOUSTON APP CON COWBOY 126.675.339.8 116.2 CVE ..:= WILLIAM P. HOBBY ATIS Chan 109 124.6 N32°53.42′-W96°54.24′ **ELLVR** FUINGTON FIFID ATIS MAVERICK N31°42 49' 135.575 269.9 L-17. H-6 113.1 TT = W96°50.27′ Chan 78 L-19, H-6 √ R-074-**GOALL** WACO NOTE: For TURBOJETS only landing 106 N31°35.56' 115.3 ACT **≒-** − EFD, GLS, HOU and LBX. W96°49.16' Chan 100 TEMPLE **PPUNT** 110.4 TPL := -N31°11.73' Chan 41 W96°45.37' DRPPD LOA -R-268 R-082 N30°46.90' W96°41.45′ LEONA ARNNE 110.8 LOA 💳 -N30°43.74' AOJ W96°33.00′ Chan 45 **FTBAL** R-233 N30°34.98 W96°39.58' COLLEGE STATION 16000 113.3 CLL ::::: *4100 Chan 80 088° (1111)E CO LLANO **CARRR** 38 50 B NAVASOTA 108.2 LLO :=:: N30°24.16' 1/5/ 115.9 TNV =:_ W96°26.54' Chan 19 Chan 106 N30°47.78′-W98°47.24′ L-19, H-6 8000 R-088 *1800 R-265 23) 0880 HUMBLE (40)CLL R-147/₺ 116.6 IAH 🟪. 63) ILEXY -229_ -R-18 Chan 113 **QTRBK** N30°21.17' N30°03.59' W97°04.76' **TEXNN** W96°07.70′ L-19-21-17 N30°17.92 W96°19.03' HOBBY CENTEX 117.1 HUB <u>□</u>∷. 112.8 CWK ==== COACH Chan 118 **JABBS** Chan 75 N30°12.36' N29°39.34′-W95°16.60′ N29°48.35′-W96°12.38' W95°28.20' TURBOJETS: **INDUSTRY** Expect to cross HU_B 110.2 IDU **∷** ∴ Chan 39 R-283. at 11000'. TAKKL (G) 0960 N29°51.79′ (21) W96°01.43′ (9) (7) R-276 NOTE: For RNAV equipped aircraft landing HOU: 37 116 Landing RWY 12R, may expect direct JABBS INT; O RECVR **FMBIF** Landing RWY 4, may expect direct CARCO INT. TCHDN WILLIAM P. N29°46.33' N29°42.39′ N29°40.66' HOBBY W95°58.53' W95°34.75' W95°24.44' NOTE: ILEXY transition for AUSTIN terminal area ELLINGTON Turbojets CARCO-**FIELD** departures only. **250KTS** N29°28.03' BRAZORIA SCHOLES INTL W95°28.48' O COUNTY AT GALVESTON (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

09071 ST-198 (FAA) WILLIAM P. HOBBY TFXNN FOUR ARRIVAL (TEXNN.TEXNN4)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

COWBOY TRANSITION (CVE.TEXNN4): From over CVE VOR/DME via CVE R-171 to ELLVR INT, then via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence

ELLVR TRANSITION (ELLVR.TEXNN4): From over ELLVR INT via IDU R-344 to FTBAL

INT. Thence

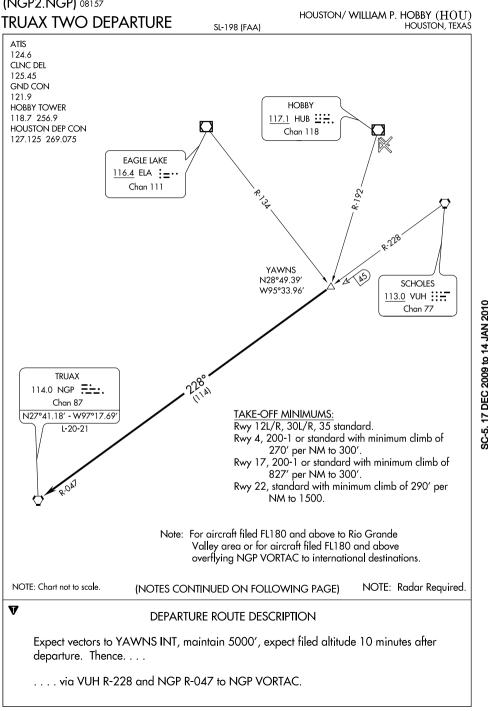
INT, then via TPL R-124 to TEXNN INT. Thence ILEXY TRANSITION (ILEXY.TEXNN4): From over ILEXY INT via CWK R-088 to TEXNN

LLANO TRANSITION (LLO.TEXNN4): From over LLO VORTAC via LLO R-088 to FTBAL

INT, then via TPL R-124 to CARRR INT, then to TEXNN INT. Thence

. . . . From over TEXNN INT via TPL R-124 to COACH INT/87 DME, then via CLL R-147 to RECVR INT/55 DME, then via HUB R-276 to TCHDN INT, then via HUB R-276 to HUB VOR. Expect vectors to final approach course at or prior to TCHDN INT.

... LANDING RWY 22: Expect vectors to final approach course at or prior to HUB VOR



(NGP2.NGP) 081*57* HOUSTON/ WILLIAM P. HOBBY (HOU) TRUAX TWO DEPARTURE

SL-198 (FAA) HOUSTON, TEXAS

SC-5, 17 DEC 2009 to 14 JAN 2010

TAKE-OFF OBSTACLES

Rwy 4, Pole 4403' from DER, 1069' right of centerline, 121' AGL/166' MSL. Light on building 1562' from DER, 859' right of centerline, 59' AGL/103' MSL. Building 3990' from DER, 1223' right of centerline, 139' AGL/174' MSL. Light on flagpole 4618' from DER, 768' right of centerline, 117' AGL/161' MSL. Rwy 12L, Antenna on hangar 1548' from DER, 424' left of centerline, 45' AGL/ 85' MSL.

Rwy 12R, Vehicle and road 514' from DER, 543' right of centerline, 17' AGL/55' MSL. Tree 1217' from DER, 756' right of centerline, 43'AGL/89' MSL. Fence 85' from DER, 492' left of centerline, 4' AGL/45' MSL. Vehicle and road 176' from DER,

497' left of centerline, 17' AGL/55' MSL. Pole 1011' from DER, 696' left of centerline, 33' AGL/73' MSL. Tree 1256' from DER, 783' left of centerline, 38' AGL/78' MSL. Rwy 17, Multiple poles beginning 606' from DER, 393' right of centerline, up to 79' AGL/124' MSL.

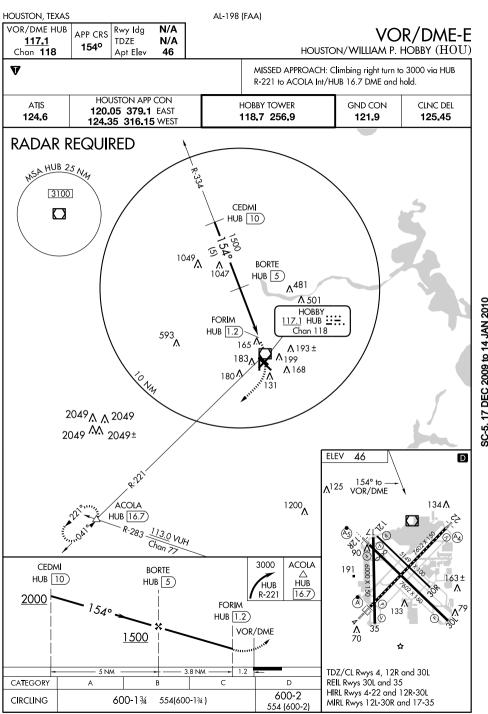
Crane 1795' from DER, 689' right of centerline, 100' AGL/150' MSL. Antenna on building 620' from DER, 312' left of centerline, 27' AGL/72' MSL. Multiple trees beginning 721' from DER, 260' left of centerline, up to 71' AGL/116' MSL. Radar reflector 1214' from DER, 258' left of centerline, 32' AGL/77' MSL.

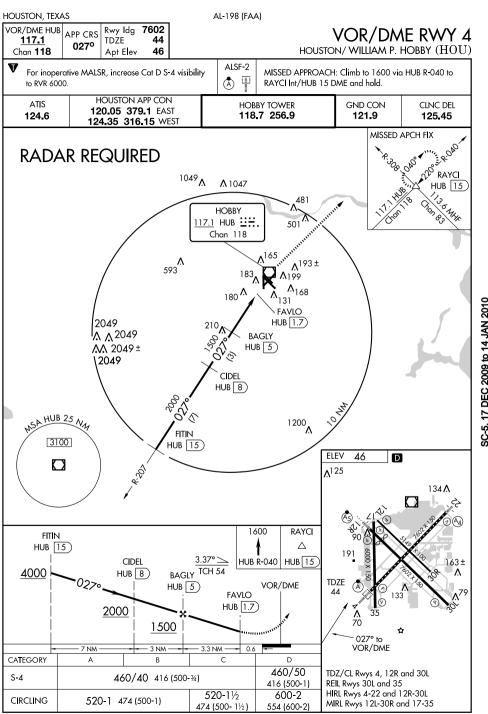
Rwy 22, Antenna on light pole, 1805' from DER, 968' right of centerline, 60' AGL/109' MSL. Pole 727' from DER, 626' right of centerline, 28' AGL/77' MSL. Tree 1310' from DER, 679' right of centerline, 27' AGL/76' MSL.

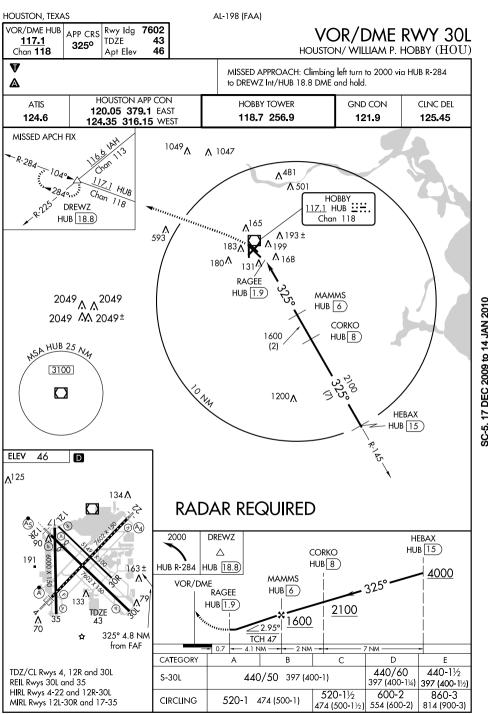
Rwy 30L, Multiple poles beginning 341' from DER, 501' left of centerline, up to 39' AGL/84' MSL. Antenna on building 547' from DER, 274' right of centerline, 23' AGL/69' MSL. Multiple trees beginning 1392' from DER, 466' left of centerline, up to 78' AGL/118' MSL.

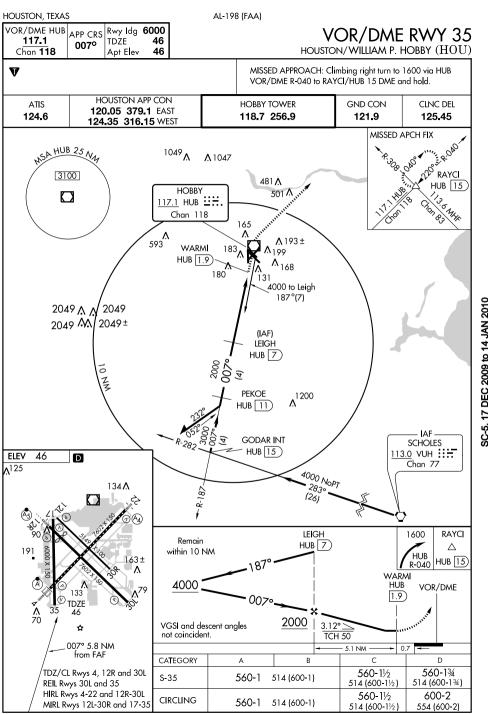
Rwy 30R, Pole 1096' from DER, 785' right of centerline, 29' AGL/75' MSL. Antenna on building 500' from DER, 525' left of centerline, 33'AGL/69' MSL.

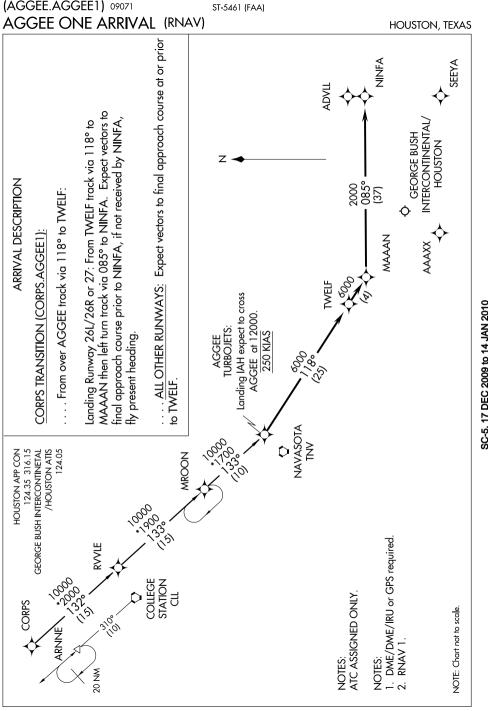
Antenna on light pole 738' from DER, 519' right of centerline, 40'AGL/86' MSL. Light pole 1119' from DER, 353' right of centerline, 31' AGL/77' MSL. Antenna on building 66' from DER, 471' left of centerline, 33' AGL/69' MSL.

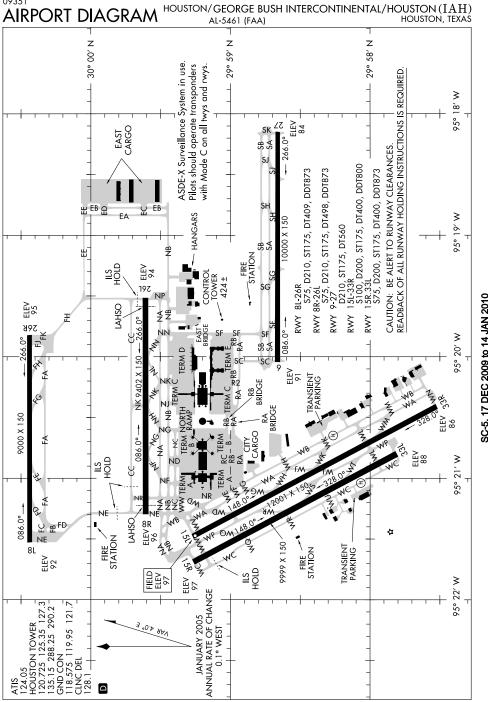


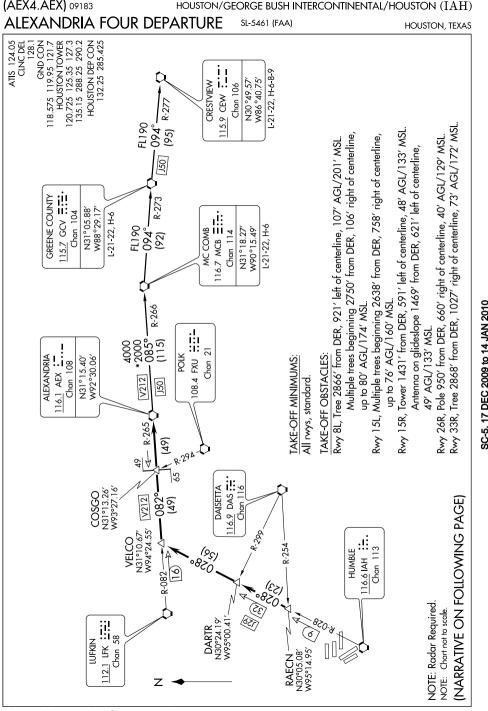




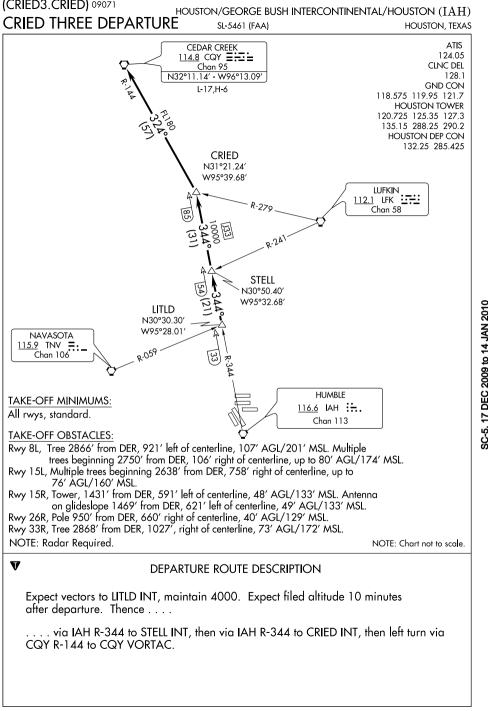


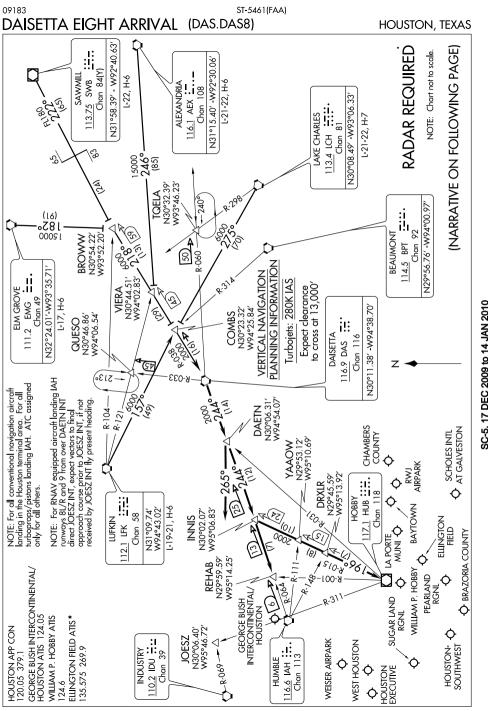






(AEX4.AEX) 09071 HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH) ALEXANDRIA FOUR DEPARTURE SL-5461 (FAA) HOUSTON, TEXAS V DEPARTURE ROUTE DESCRIPTION Expect vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AFX VORTAC THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE: CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC. GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC SC-5, 17 DEC 2009 to 14 JAN 2010 MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.





ARRIVAL DESCRIPTION

ST-5461(FAA)

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182

to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
.... From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

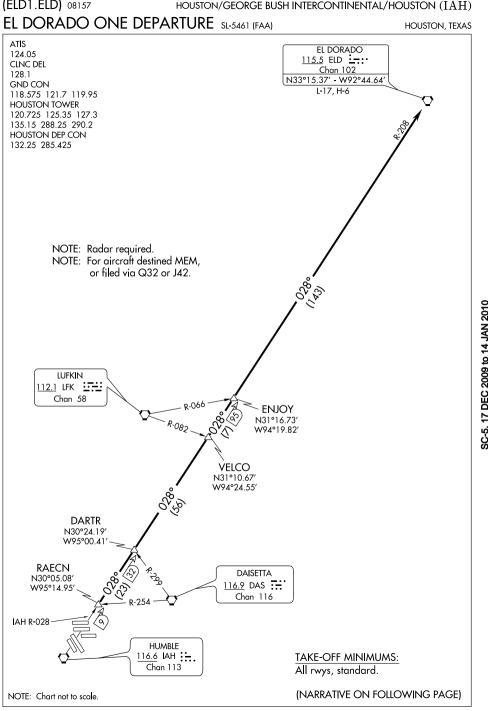
.... From DAETN INT fly heading 265° for vectors to final approach course.

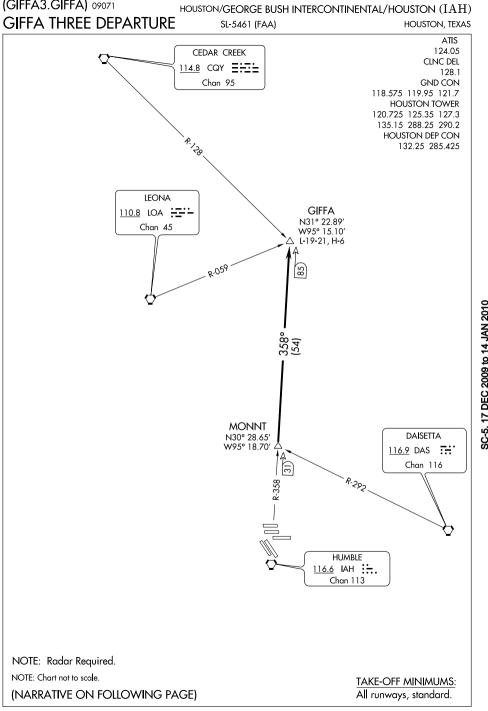
FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

.... From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to

HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.





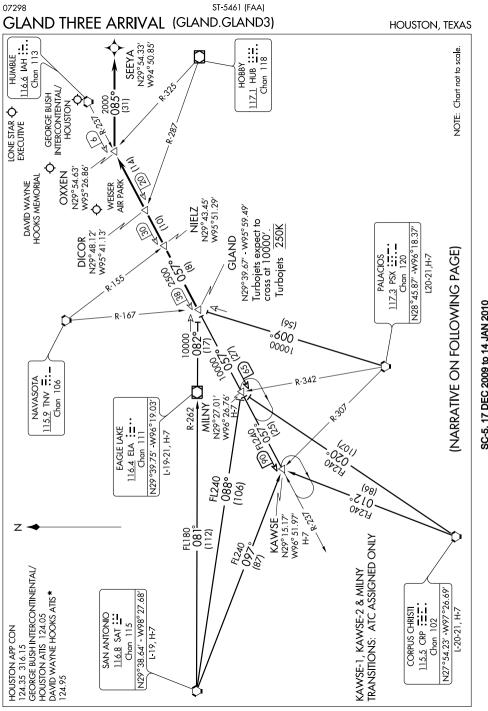
(GIFFA3.GIFFA) 09071 HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH) GIFFA THREE DEPARTURE HOUSTON, TEXAS SL-5461 (FAA) V DEPARTURE ROUTE DESCRIPTION Expect vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence via IAH R-358 to GIFFA INT. TAKE-OFF OBSTACLES: Rwy 8L, Tree 2866' from DER, 921' left of centerline, 107' AGL/ 201' MSL. Multiple trees beginning 2750' from DER, 106' right of centerline, up to 80' AGL/174' MSL.

Rwy 15L, Multiple trees beginning 2638' from DER, 758' right of centerline, up to 76' AGL/160' MSL.

Rwy 26R, Pole 950' from DER, 660' right of centerline, 40' AGL/129' MSL. Rwy 33R, Tree 2868' from DER, 1027' right of centerline, 73' AGL/172' MSL.

Rwy 15R, Tower 1431' from DER, 591' left of centerline, 48' AGL/133' MSL. Antenna on glideslope 1469' from DER, 621' left of centerline, 49' AGL/133' MSL.

SC-5, 17 DEC 2009 to 14 JAN 2010



SC-5, 17 DEC 2009 to 14 JAN 2010

GLAND THREE ARRIVAL (GLAND.GLAND3)

ARRIVAL DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.GLAND3): From over CRP VORTAC via CRP R-020 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

EAGLE LAKE TRANSITION (ELA.GLAND3): From over ELA VOR/DME via ELA R-082 to GLAND INT. Thence. . . .

KAWSE-1 TRANSITION (KAWSE-1.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-097 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence

KAWSE-2 TRANSITION (KAWSE-2.GLAND3): (ATC assigned.) From over CRP VORTAC via CRP R-012 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence....

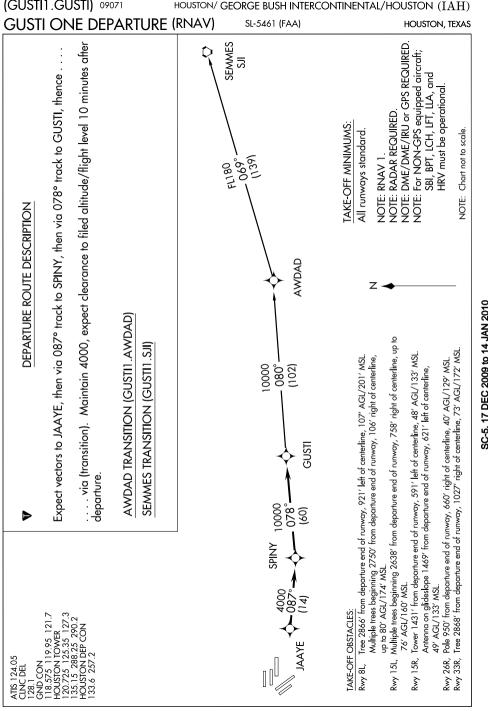
MILNY TRANSITION (MILNY.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-088 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

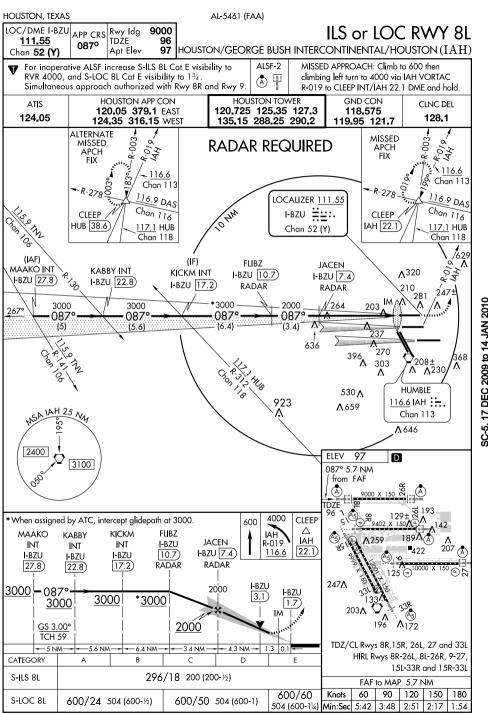
PALACIOS TRANSITION (PSX.GLAND3): From over PSX VORTAC via PSX R-009 to GLAND INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.GLAND3): From over SAT VORTAC via R-081 and ELA R-262 to ELA VOR/DME, then via ELA R-082 to GLAND INT. Thence. . . .

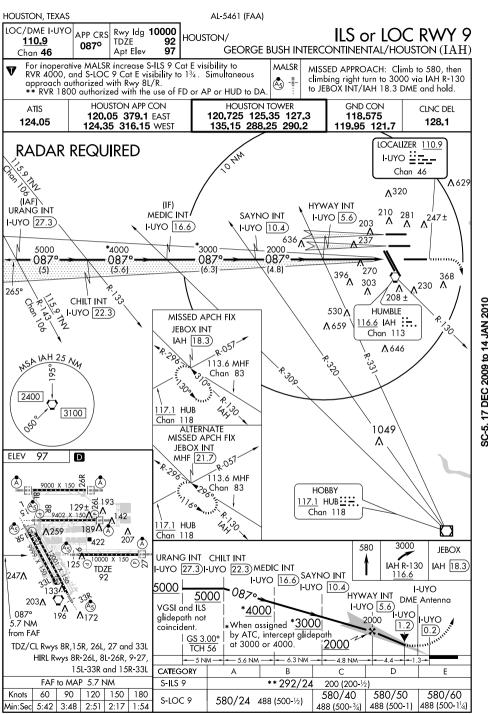
GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over GLAND INT via IAH R-237 to OXXEN INT, landing runways 26 L/R or 27 fly heading 085° for vectors to final approach course. For /E, /F, /G, /R (RNP-2.0), equipped aircraft: from over OXXEN INT direct SEEYA WP, expect vector to final approach course prior to SEEYA WP, if not received by SEEYA WP fly present heading. All other runways, expect vectors to final approach course at or prior to OXXEN INT.

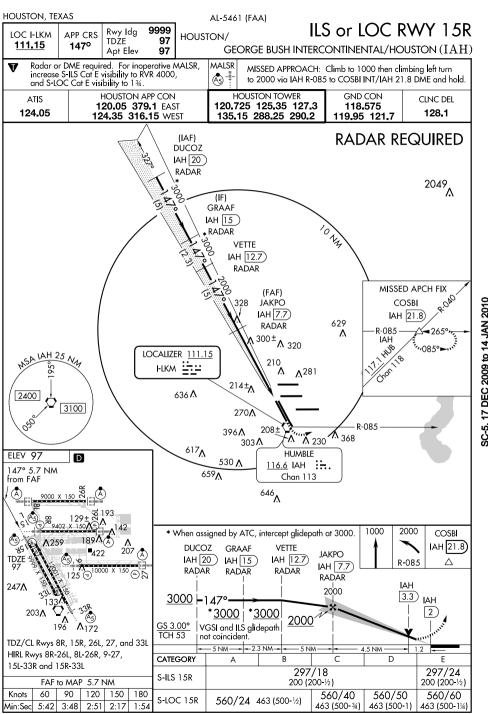
<u>FOR ALL OTHER AIRPORTS:</u> From over GLAND INT via IAH R-237 to OXXEN INT. Expect vectors to final approach course at or prior to OXXEN INT.





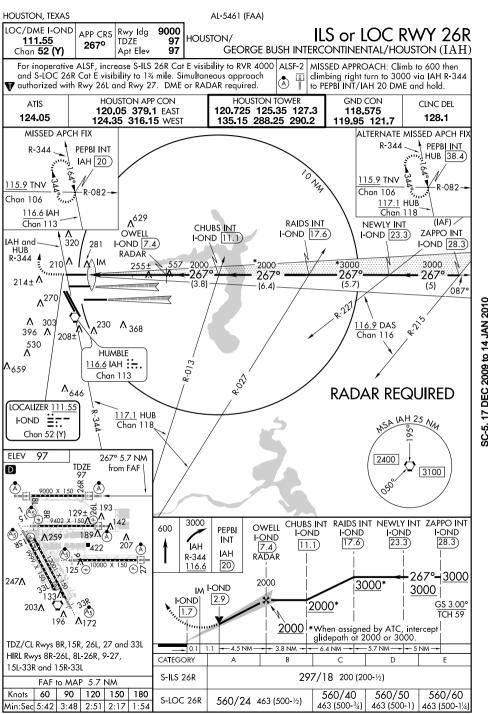
HOUSTON, TEXAS AL-5461 (FAA) IOC/DMF I-IAH 9402 Rwy Ida ILS or LOC RWY 8R APP CRS HOUSTON/ 109.7 TDŹE 97 0870 GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH) Apt Elev 97 Chan 34 ADF Required. Simultaneous approach authorized with Rwy 8L MALSR and Rwy 9. For inoperative MALSR, increase S-ILS-8R Cat E MISSED APPROACH: Climb to 3000 via visibility to RVR 4000, and S-LOC-8R Cat E visibility to 3 miles. (Å5) -----BVP NDB bearing 085° to MKAYE INT SAKCÓ Fix Minimums: For inoperative MALSR, increase and hold. S-LOC-8R Cat E visibility to 11/2 miles. HOUSTON APP CON HOUSTON TOWER GND CON ATIS CLNC DEL 120.05 379.1 EAST 120.725 125.35 127.3 118.575 124.05 128.1 124.35 316.15 WEST 135.15 288.25 290.2 119.95 121.7 <u>⊼</u>2049 NSA IAH 25 MA RADAR REQUIRED IOCAII7FR I-IAH 2400 Chan 34 3100 SAKCO NIXIN (IF) EELPO INT MATON INT I-IAH 326 BVP ...: JELLI INT 2.3 320 2000 I-IAH 5.5 I-IAH (9.2) I-IAH 15.5 629 مَ ²¹⁰م 28 (3.7)237±4 *3000 557 7000 5000 087°• 087° 087° (6.3)(5.6) R-079 SC-5, 17 DEC 2009 to 14 JAN 2010 λλ₂₃₀ 1,368 € (IAF) ₃₀₃Λ DPLOY INT HUMBLE LASSY INT √1.530 208± I-IAH 21.2 659 116.6 IAH I-IAH 26.2) Chan 113 **∧**646 ALTERNATE MISSED APCH FIX MISSED APCH FIX 4.03g 242000 BVP ,085 265° IAH DAISETTA 116.9 DAS 1. HUB Chan 116 R-242 **HOBBY** MKAYE 97 117.1 HUB **∷∺**. **ELEV** Chan D INT Chan 118 085° 5.7 NM from FAF BVP 3000 * When assigned by ATC, intercept glidepath at 3000 or 5000. 0 MKAYF TDZE 129± 정 193 INT 085° BRG 326 LASSY INT DPLOY INT EELPO INT I-IAH I-IAH JELLI INT I-IAH 9.2) ** LOC only 26.2) 21.2) SAKCO MATON INT I-IAH 15.5 I-IAH 207 I-IAH I-IAH I-IAH [5.5) 2.3) 0.9) DME 7000 •087≥ 7000 Antenna 2000 *5000 |_{*3000} I-IAH GS 3.00° 247/ 0.2) TCH 49 940 VGSI and ILS glidepath not coincident. | 2000 203^ < -5 NM -- 5.6 NM -- 6.3 NM -- 3.7 NM -- 3.3 NM 1.4 1.0 Λ_{172} D CATEGORY С E S-ILS 8R 297/18 200 (200-1/2) TDZ/CL Rwys 8R,15R, 26L, 27 and 33L HIRL Rwys 8R-26L, 8L-26R, 9-27, 940/24 940/40 940-2 940-21/2 940-21/4 S-LOC 8R 15L-33R and 15R-33L 843 (900-1/2) 843 (900-34) 843 (900-2) | 843 (900-21/4) | 843 (900-21/2) FAF to MAP 5.7 NM SAKCO FIX MINIMUMS 60 90 120 150 180 Knots 500/50 S-LOC 8R 500/24 403 (500-1/2) 500/40 403 (500-34) Min:Sed 5:42 3:48 2:51 2:17 1:54 403 (500-1)

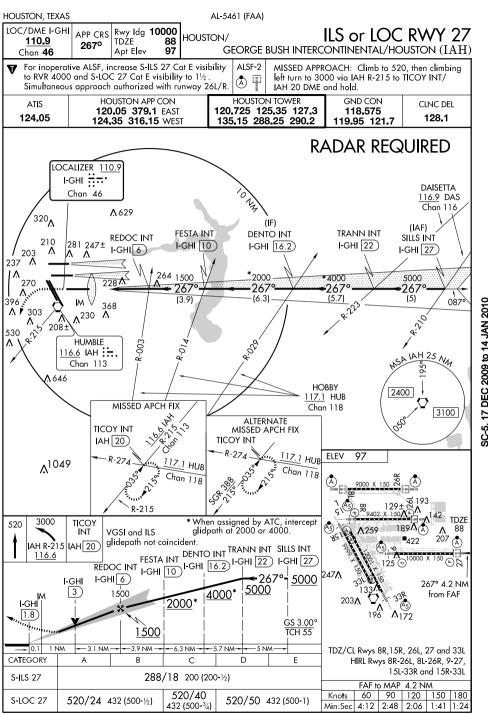


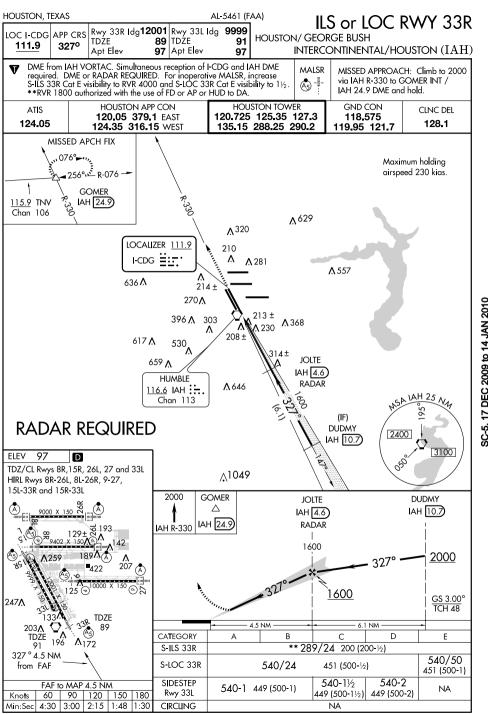


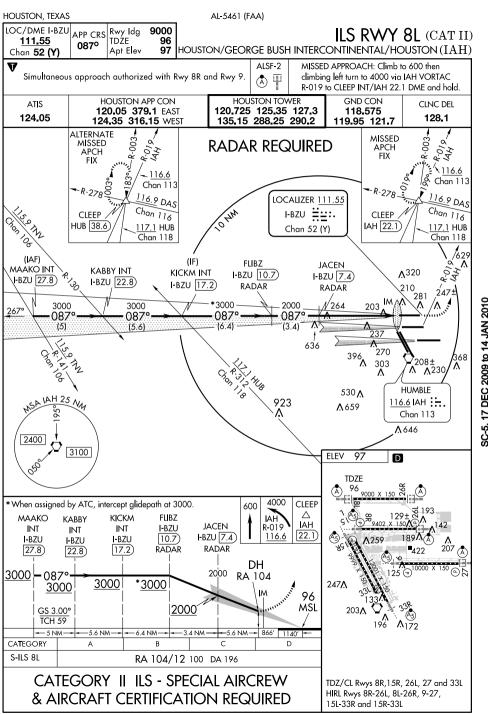
HOUSTON, TEXAS AL-5461 (FAA) LOC/DME I-JYV 9402 Rwy Ida ILS or LOC RWY 26L APP CRS HOUSTON/ 109.7 TDŹE 97 267° GEORGE BUSH INTERCONTINENTAL/HOUSTON (TAH) Apt Elev 97 Chan 34 Simultaneous approach authorized with Rwy 26R and Rwy 27. ALSF-2 MISSED APPROACH: Climb to 3000 then For inoperative ALSF, increase S-ILS-26L Cat E visibility to RVR ▲₩ left turn via heading 240° and IAH VORTAC 4000, S-LOC 26L Cat E visibility to 2 3/4 miles. SOROY Fix Minimums: For inoperative ALSF, increase S-LOC-26L R-270 to LUCEP INT/IAH 22.9 DME and hold. Cat E visibility to RVR 6000. HOUSTON TOWER HOUSTON APP CON GND CON **ATIS** CINC DEL 120.05 379.1 EAST 120.725 125.35 127.3 118.575 124.05 128.1 124.35 316.15 WEST 135,15 288,25 290,2 119.95 121.7 NSA IAH 25 M RADAR REQUIRED LOCALIZER 109.7 2400 I-JYV <u>::</u> == 3100 629 ^OFG Chan 34 Λ320 JEPNI INT SOROY KERNS INT 116.9 DAS I-JYV 7.5) 210 281 I-JYV 4 I-JYV 10.9) Chan 116. 574± 214 + , 2000 *3000 *5000 7000 267° 267° 267° 267° ۸²⁷⁰ 087 /183± (6.5)(5.7)(5)(3.5)ΙÁΗ MM MI R-079 R-270 ۸³⁶⁸ χ²³⁰ (IF) MKAYE INT 303 (IÁF) GRIEG INT 396 I-JYV 23.1 VAŇNŃ INT 208 ± I-JYV 17.4 I-JYV 28.1 530 Λ HUMBLE 1468 ALTERNATE MISSED 116.6 IAH :: , Gon 118 APCH FIX Chan 113 LUCEP Chan 115 MISSED APCH FIX INT 326 BVP LUCEP INT 085° IAH 22.9 ر م⁶⁶⁷ HUB 77 HUB Chan 18 ■ 265° ··· 116.6 IAH €Chan 113 ELEV 97 D **■** 270° · · 267° 5.7 NM from FAF * When assigned by ATC, intercept glidepath 3000 IΑΗ LUCEP INT at 3000 or 5000. VANNN R-270 MKAYE IAH 22.9 HDG 129± % 193 **GRIEG** INT 116.6 INT **TDZE** 240° 9402 X 150 INT **KERNS** I-JYV I-JYV **\97** VGSI and ILS glidepath I-JYV INT 23.1 JEPNI INT 28.1 not coincident. 17.4 I-JYV I-JYV 7.5 **SOROY** 207 (Å) **LOC only 10.9 7000 I-JYV 4 267 I-JYV I-JYV 7000 2000 @ N 5000* 1.7 2.6 3000, 247∧ GS 3.00° 880 TCH 56 2000 203∧ 0.4 1.4 NM - 3.5 NM -+3.5 NM → - 0.1 0.4 -6.5 NM - - 5.7 NM - - 5 NM **∆**172 В Е CATEGORY TDZ/CL Rwys 8R,15R, 26L, 27 and 33L. S-ILS 26L 297/18 200 (200-1/2) HIRL Rwys 8R-26L, 8L-26R, 9-27, 880-134 880-2 880/24 880/40 880-21/4 15L-33R and 15R-33L S-LOC 26L 783 (800-1/2) 783 (800-34) 783 (800-134) 783 (800-2) 783 (800-21/4) FAF to MAP 5.7 NM SOROY FIX MINIMUMS Knots 90 120 | 150 180 60 S-LOC 26L 440/24 343 (400-1/2) 440/40 343 (400-34) Min:Sed 5:42 3:48 2:51 2:17

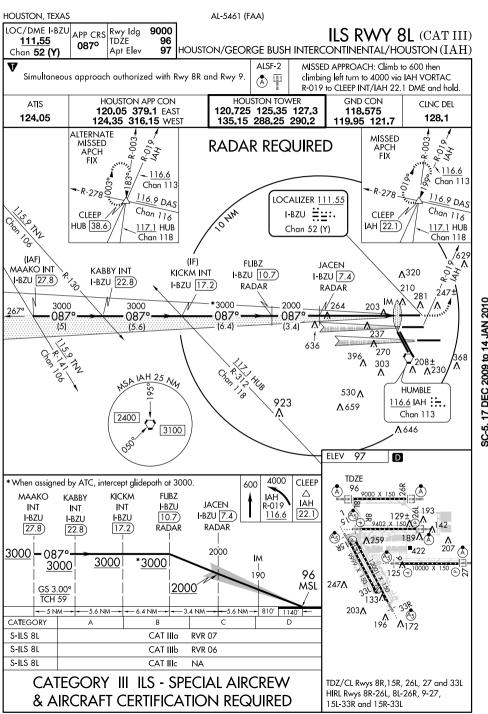
SC-5, 17 DEC 2009 to 14 JAN 2010

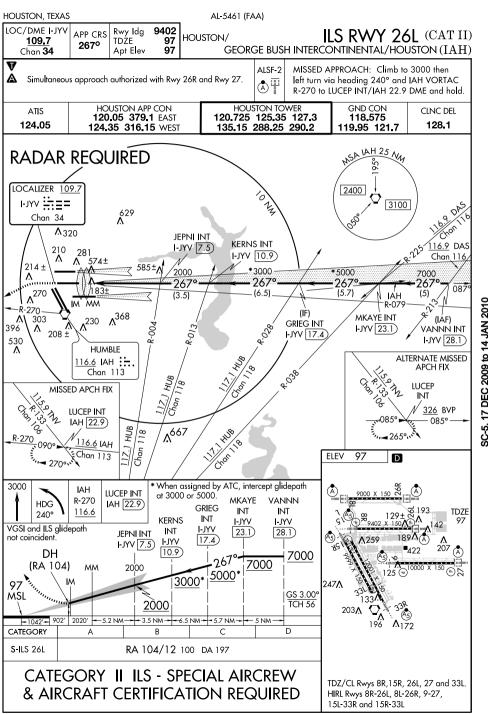


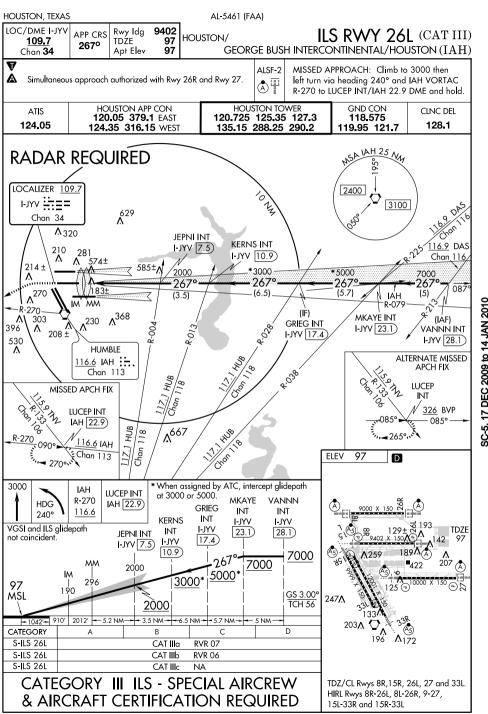


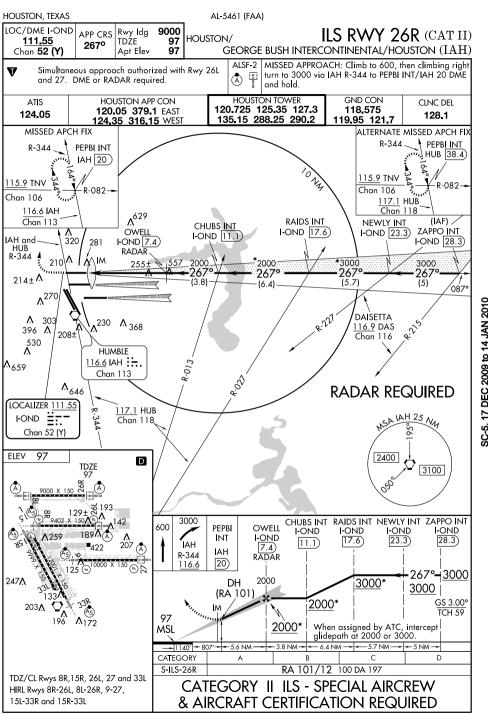


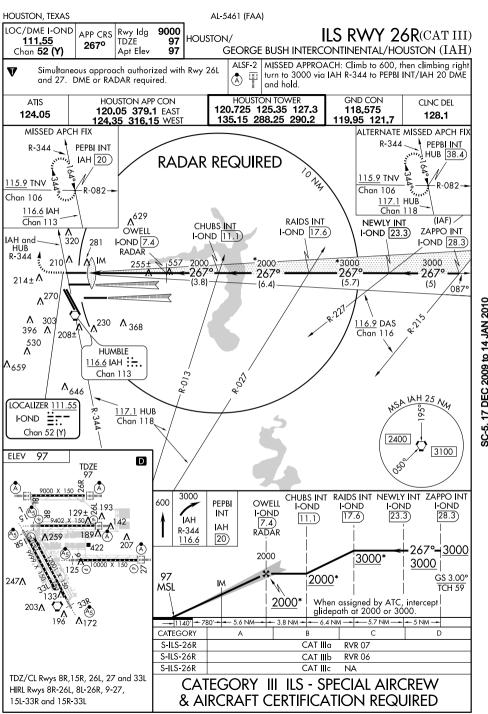


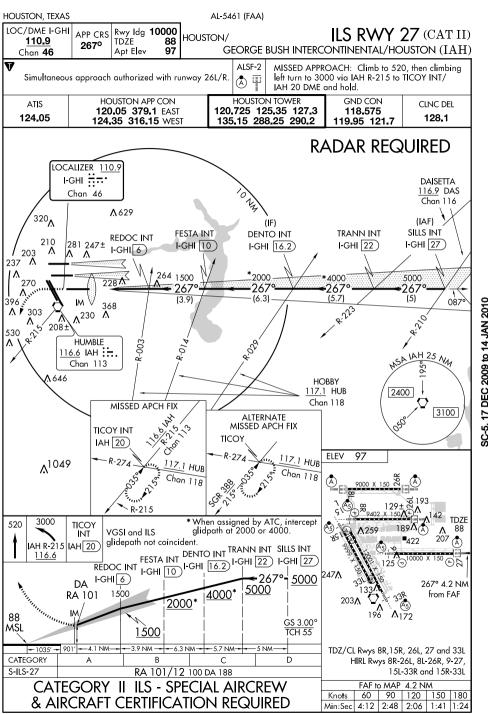


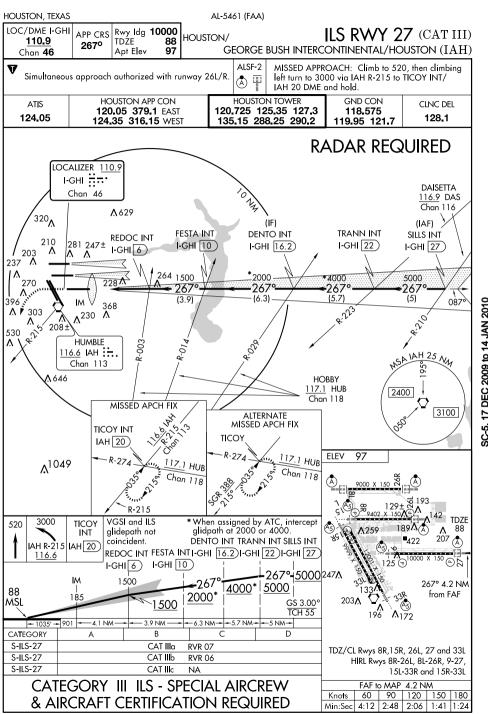


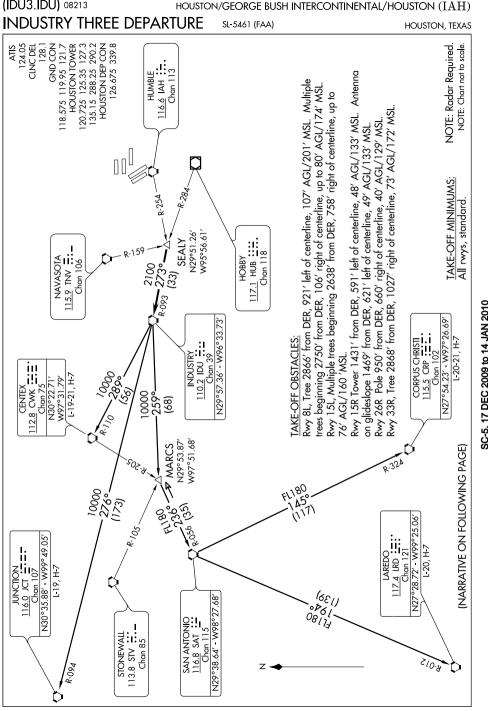












(IDU3.IDU) 08157		/GEORGE BUSH INTERC	CONTINENTAL/HOUSTON (IAH)
INDUSTRY THREE DEPAR	IURE	SL-5461 (FAA)	HOUSTON, TEXAS
V			
DEF	PARTURE I	ROUTE DESCRIPTION	1
	7 IKTOKE I	COTE DESCRIPTION	
Expect vectors to SEALY I	NT, main	ain 4000', expect fil	ed altitude 10 minutes
via IDU R-093 to ID	u vorta	.C.	
CENTEX TRANSITION (ID the DFW Metroplex area IDU VORTAC via IDU R-2	that are b	eing rerouted due to	v. For aircraft inbound to bad weather.) From over VORTAC.
CORPUS CHRISTI TRANS VORTAC via IDU R-259 t then via SAT R-145 and G	o MARCS	INT, then via SAT R-	ned only.) From over IDU -056 to SAT VORTAC,
JUNCTION TRANSITION J2, J15, or J86.) From ov JCT VORTAC.	(IDU3.JC er IDU V	T <u>):</u> (For aircraft overf ORTAC via IDU R-27	lying JCT VORTAC via 6 and JCT R-094 to
LAREDO TRANSITION (ID via IDU R-259 to MARCS SAT R-194 and LRD R-01	INT, then	via SAT R-056 to SA) From over IDU VORTAC AT VORTAC, then via

(JCT6.JCT) 09071 HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH) JUNCTION SIX DEPARTURE SL-5461 (FAA) HOUSTON, TEXAS ATIS 124.05 TAKE-OFF OBSTACLES: **CLNC DEL 128.1** Rwy 8L, Tree 2866' from DER, 921' left of centerline, 107' AGL/201' MSL. GND CON Multiple trees beginning 2750' from DER, 106' right of centerline. 118.575 119.95 121.7 up to 80' AGL/174' MSL. HOUSTON TOWER 120.725 125.35 127.3 Rwy 15L, Multiple trees beginning 2638' from DER, 758' right of centerline, 135.15 288.25 290.2 up to 76' AGL/160' MSL. HOUSTON DEP CON Rwy 15R, Tower 1431' from DER, 591' left of centerline, 48' AGL/133' MSL. 126.675 339.8 Antenna on glideslope 1469' from DER, 621' left of centerline, 49' AGL/133' MSL Rwy 26R, Pole 950' from DER, 660' right of centerline, 40' AGL/129' MSL. Rwy 33R, tree 2868' from DER, 1027' right of centerline, 73' AGL/172' MSL. COLLEGE STATION JUNCTION 113.3 CLL :=:: 116.0 JCT==== Chan 80 Chan 107 N30° 35.88′ W99° 49.05' **SPURS** PUFFR L-19, H-7 N30° 24.32′ N30° 13.44′ W98° 20.98′ W97° 04.53′ R-090 276°-R-276 **-**276° HUMBLE (67)91) (48) 43 116.6 IAH::-Chan 113 **CUZZZ** N30° 05.16′ W96° 09.76′

NOTE: Chart not to scale.

SAN ANTONIO

Chan 115

116.8 SAT ::

NOTE: RADAR REQUIRED.

NOTE: For aircraft overflying JCT VORTAC via J86 filing FL240 or above.

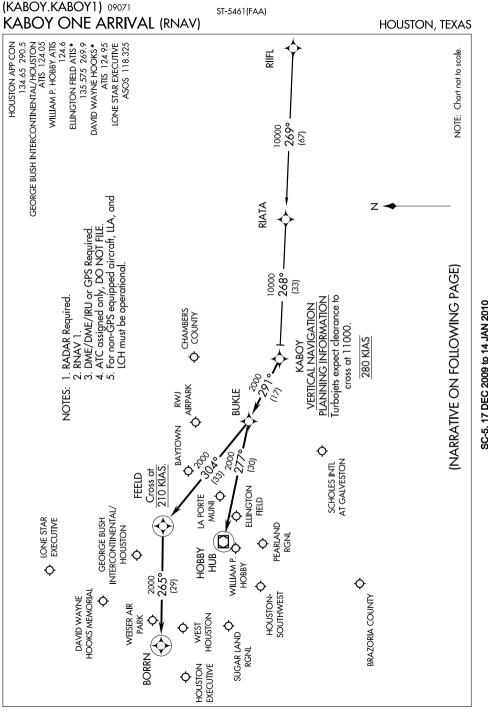
TAKE-OFF MINIMUMS:

All rwys, standard.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to CUZZZ INT, maintain 4,000, expect filed altitude 10 minutes after departure. Thence

. . . . via IAH R-276 and JCT R-090 to JCT VORTAC.



(KABOY.KABOY1) 09071	ST-5461(FAA)	
KABOY ONE ARRIVAL (RNAV)		HOUSTON, TEXAS
ARR	RIVAL DESCRIPT	ION
RIIFL TRANSITION (RIIFL.KABOY1)		
From KABOY via 291° track to BUKLE		
GEORGE BUSH INTERCONTINENTAL	/HOUSTON (IA	λΗ) <u>:</u>
LANDING RUNWAYS 8L/8R, OR 9: . depicted to BORRN. Expect vectors to received by BORRN, fly present heading	final approach	
ALL OTHER RUNWAYS: From BI approach course prior to FEELD.	UKLE via 304° 1	track to FEELD. Expect vectors to final
DAVID WAYNE HOOKS MEMORIAL (I From BUKLE via 304° track to FEE prior to FEELD.	DWH) AND LO ELD. Expect vec	NE STAR EXECUTIVE (CXO): ctors to final approach course
ALL OTHER AIRPORTS: From BUK Expect vectors to final approach course		
		6
		5
		, u

(LCH | .LCH) 09071 HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH) LAKE CHARLES ONE DEPARTURE SL-5461 (FAA)

LAKE CHARLES

113.4 LCH :::-·

Chan 81

L-21-22, H-7

DAISETTA

116.9 DAS ...

Chan 116

HOUSTON, TEXAS

BATON ROUGE

Chan 112

N30°29.11′- W91°17.64′

116.5 BTR =::

R-253 6000 R-082 (63) 40) WFDRI **HOURN** N29°59.19' N29°59 76' W94°34.73′ W94°18.27' HUMBLE All rwys, Standard. 116.6 IAH :... Chan 113 NOTE: Radar Required NOTE: Chart not to scale. **TAKE-OFF OBSTACLES** Rwy 8L, Tree 2866' from DER, 921' left of centerline, 107' AGL/201' MSL. Multiple trees beginning

L-21-22. H-7 N30°08.49′-W93°06.33′ FL180 R-252 *2900 070° (96) TAKE-OFF MINIMUMS:

2750' from DER, 106' right of centerline, up to 80' AGL/174' MSL. Rwy 15L, Multiple trees beginning 2638' from DER, 758' right of centerline, up to 76' AGL/160' MSL. Rwy 15R, Tower 1431' from DER, 591' left of centerline, 48' AGL/133' MSL. Antenna on glideslope

Rwy 26R, Pole 950' from DER, 660' right of centerline, 40' AGL/129' MSL.

1469' from DER, 621' left of centerline, 49' AGL/133' MSL.

Rwy 33R, tree 2868' from DER, 1027' right of centerline, 73' AGL/172' MSL.

7

ATIS 124.05 **CLNC DEL 128.1** GND CON 118.575 119.95 121.7 HOUSTON TOWER

120.725 125.35 127.3

135.15 288.25 290.2

HOUSTON DEP CON

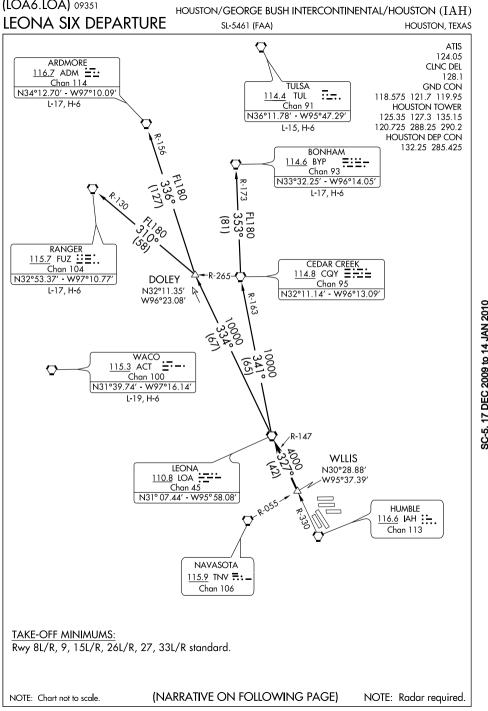
133.6 257.2

DEPARTURE ROUTE DESCRIPTION

Expect vectors to WEDRI INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence : . . .

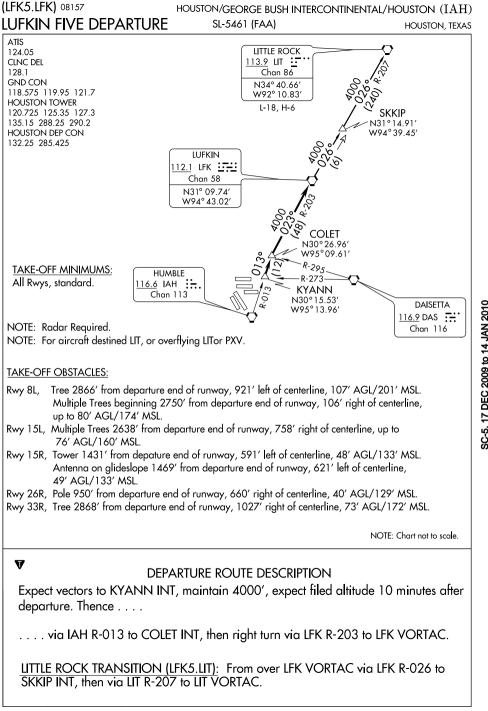
. . . . via IAH R-082 to HOURN INT, then via LCH R-253 to LCH VORTAC.

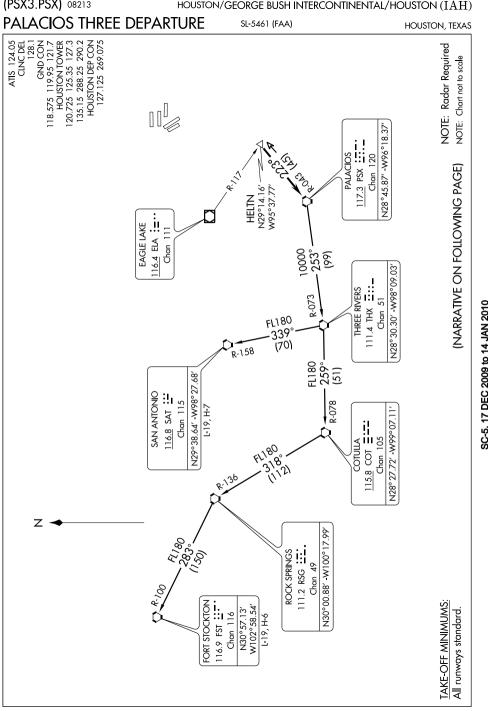
BATON ROUGE TRANSITION (LCH1.BTR): From over LCH VORTAC via LCH R-070 and BTR R-252 to BTR VORTAC.



(LOA6.LOA) 081*57* HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (TAH) LEONA SIX DEPARTURE HOUSTON, TEXAS SL-5461 (FAA) V DEPARTURE ROUTE DESCRIPTION Expect vectors to WLUS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence via LOA R-147 to LOA VORTAC. ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC. BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC. RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT. then via FUZ R-130 to FUZ VORTAC. **TAKE-OFF OBSTACLES** SC-5, 17 DEC 2009 to 14 JAN 2010 Rwy 8L, Tree 2866' from DER, 921' left of centerline, 107' AGL/201' MSL. Multiple trees beginning 2750' from DER, 106' right of centerline, up to 80' AGL/174' MSL. Rwy 15L, Multiple trees beginning 2638' from DER, 758' right of centerline, up to 76' AGL/160' MSL. Rwy 15R, Tower 1431' from DER, 591' left of centerline, 48' AGL/133' MSL. Antenna on

glideslope 1469' from DER, 621' left of centerline, 49' AGL/133' MSL. Rwy 26R, Pole 950' from DER, 660' right of centerline, 40' AGL/129' MSL. Rwy 33R, Tree 2868' from DER, 1027' right of centerline, 73' AGL/172' MSL.





(PSX3.PSX) 08157 HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTO				
PALACIOS THREE DEPA	RTURE	SL-5461 (FAA)	HOUSTON, TEXAS	
▼ DEI	Parture RC	OUTE DESCRIPTION		
Expect vectors to HELTN after departure. Thence		n 4000'. Expect filed alt	itude 10 minutes	
via PSX R-043 to	PSX VORTA	AC.		
FORT STOCKTON TRANS via PSX R-253 and THX R COT R-078 to COT VORT VORTAC, then via RSG R	R-073 to THX TAC, then vic	VORTAC, then via THX I COT R-318 and RSG R-	R-259 and -136 to RSG	
SAN ANTONIO TRANSIT via PSX R-253 and THX R		<u>.</u>		

TAKE-OFF OBSTACLES:

SAT R-158 to SAT VORTAC

Rwy 8L, Tree 2866' from DER, 921' left of centerline, 107' AGL/201' MSL. Multiple trees beginning 2750' from DER, 106' right of centerline, up to 80' AGL/174' MSL. Rwy 15L, Multiple trees beginning 2638' from DER, 758' right of centerline, up to 76' AGL/160'MSL.

Rwy 15R, Tower 1431' from DER, 591' left of centerline, 48' AGL/133' MSL. Antenna on glideslope 1469' from DER, 621' left of centerline, 49' AGL/133' MSL.

Rwy 26R, Pole 950' from DER, 660' right of centerline, 40' AGL/129' MSL. Rwy 33R, Tree 2868' from DER, 1027' right of centerline, 73' AGL/172' MSL.

SC-5, 17 DEC 2009 to 14 JAN 2010

(RIICE.RIICE2) 08213 ST-5461 (FAA) RIICE TWO ARRIVAL Transition Routes HOUSTON, TEXAS BILEE TRANSITION (BILEE.RIICE2): From over COWBOY BILEE INT via TNV R-334 and IAH R-313 to 116.2 CVE ..:= Chan 109 RIICE INT. Thence.... N32°53.42′ MILLSAP COLLEGE STATION TRANSITION (CLL.RIICE2): W96°54.24′ 117.7 MQP ==:-From over CLL VORTAC via CLL R-076 and IAH Chan 124 L-17. H-6 R-313 to RIICE INT. Thence.... N32°43.57 W97°59.85' COWBOY TRANSITION (CVE.RIJCE2): From L-17. H-6 over CVE VOR/DME via CVE R-160 to TORNN 12700 CHMPZ INT. Then via TNV R-334 to HOMRN INT. R-090 N32° 33.95′ Then via IAH R-313 to RIICE INT. Thence.... W96° 48 64' ILEXY TRANSITION (ILEXY.RIICE2): From over ILEXY INT via CIL R-238 to CIL VORTAC. Then via CLL R-076 and IAH R-313 to RIICE INT. LUKIY N32° 19.46′ Thence.... D'SO TINY (2)0 W97° 29.79′ LEONA TRANSITION (LOA.RIICE2): From over LOA VORTAC via LOA R-181 to BAZBL INT. R-334 WACO Then via IAH R-313 to RIICE INT. Thence.... 115.3 ACT =--Chan 100 LLANO TRANSITION (LLO.RIJCE2): From over R-093 LLO VORTAC via LLO R-080 to HOMRN INT. **TORNN** N31° 31.22′ Then via IAH R-313 to RIICE INT. Thence.... TURBOJETS (/E, /F, /G, /Q, SC-5, 17 DEC 2009 to 14 JAN 2010 W96° 30.88′ MILLSAP TRANSITION (MQP.RIICE2): From and /R [RNP-2.0]): Landina over MQP VORTAC via MQP R-124 TORNN IAH prepare to be reassigned INT. Then via TNV R-334 to HOMRN INT. the AGGEE STAR by ATC then via IAH R-313 to RIICE INT. Thence.... in lieu of this star. **HOOTZ** (Continued on following page) N31° 19.24' TURBOJETS: R.₂₈₈ . W96° 26.94' Landing East at IAH HOUSTON APP CON cross RIICE INT at 250K. 124.35 316.15 119.7 281.4 Landing East at IAH expect BILEE -R-268 GEORGE BUSH INTERCONTINENTAL clearance to cross RIICE INT N31° 09.75′ AIRPORT/HOUSTON ATIS at 10000. W96°23.31′ 124.05 Landing West at IAH expect L-17, H-6 DAVID WAYNE HOOKS ATIS clearance to cross RIICE INT 124.95 at 12000. WILLIAM P. HOBBY ATIS 124.6 **HOMRN** N30° 50.00′ FL195 W96° 15.80′ LEONA ._.. 080° **ARNNE** (130)Chan 45 N30° 43.74′ BAZBL N31°07.44′-W95°58.08′ IIANO W96° 33.00′ N30° 38.27' L-19-21, H-6 108.2 LLO :=:: W96° 03.40′ Chan 19 N30° 47.78′-W98° 47.24′ 5000 L-19, H-6-7 **BAATS** *2000 N30° 31.60′ 5000 CENTEX 076° W95° 56.38′ *2000 112.8 CWK ==== (19)058° Chan 75 RIICE COLLEGE STATION N30° 27.15 113.3 CLL :::: - R-088 -W95° 51.71′ Chan 80 **ILEXY** N30° 36.30′-W96°25.24′ See following N30° 21.17′ L-19-21, H-7 page for W97° 04.76' NAVASOTA L-17-19-21 arrival routes. 115.9 TNV =:_ NOTE: Chart not to scale. Chan 106 NOTE: CLL transition for CLL departures only. NOTE: ILEXY transition for Austin terminal departures only.

(RIICE.RIICE2) 08213 ST-5461 (FAA) RIICE TWO ARRIVAL Arrival Routes HOUSTON, TEXAS RIICE — HOUSTON APP CON N30° 27.15' 124.35 316.15 **BRKMN** 1197 2814 W95° 51.71′ 40° N30° 23.44′ GEORGE BUSH INTERCONTINENTAL W95° 47.82′ AIRPORT/HOUSTON ATIS LONE STAR EXECUTIVE 124.05 O DAVID WAYNE HOOKS ATIS R-058 124 95 WILLIAM P. HOBBY ATIS JERZ 1246 N30° 12.30′ R-094 W95° 36.19′ LYYTE NAVASOTA N30° 06.35′ 116.9 DAS 115.9 TNV .:. W95° 30.00′ Chan 116 R-259 Chan 106 085° 116.9 DAS (34)ADVL Chan 116 DAVID WAYNE HOOKS R-256 N30° 06.31 MEMORIAL W94° 50.80′ NINFA GEORGE BUSH N30° 04.09' R.050 INTERCONTINENTAL/ W94° 50.80′ BANTY **HOUSTON** 116.4 ELA N30° 04.12′ W95° 27.68′ **SEEYA** 116.4 ELA N29° 54.33′ AAAXX W94° 50 85' N29° 54.61′ W 95° 23.75′ HUMBLE 116.6 IAH :≒. TURBOJETS: Chan 113 Landina East at IAH cross RIICE INT at 250K. **UUSTN** Landing East at IAH expect clearance to cross N29° 48.54' RIICE INT at 10,000. W95° 21.15' Landing West at IAH expect clearance to cross RIICE INT at 12,000.

TURBOJETS (/E, /F, /G, /Q, and /R [RNP-2.0]): Landing IAH prepare to be reassigned the AGGEE STAR by ATC in lieu of this star.

Landing West at IAH cross BRKMN INT at 250K.

NOTE: Chart not to scale.

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

....From over RIICE INT via IAH R-313 to LYYTE INT. Landing Runway 26L/26R or 27; fly heading 085° for vectors to final approach course. For /E, /F, /G, /Q and /R (RNP-2.0), equipped aircraft from LYYTE INT direct ADVLL WP, expect vectors to final approach course prior to ADVLL WP; if not received by ADVLL WP, fly present heading.

WILLIAM P HOBBY Φ

WILLIAM P. HOBBY (HOU) (ATC ASSIGNED):

....From over RIICE INT via IAH R-313 to LYYTE INT, then via HUB R-332 to UUSTN INT, expect vectors to final approach course at or prior to UUSTN INT.

DAVID WAYNE HOOKS MEMORIAL (DWH) and LONE STAR EXCUTIVE (CXO):

....From over RIICE INT via IAH R-313 to LYYTE INT, expect vectors to final approach course at or prior to LYYTE INT.

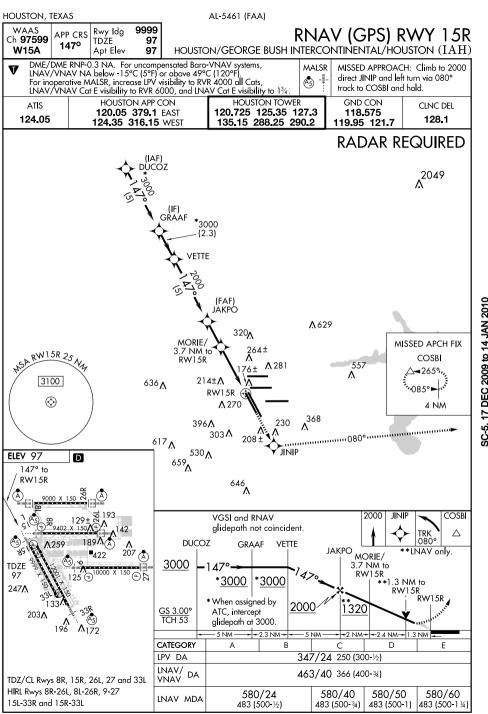
ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to LYYTE INT.

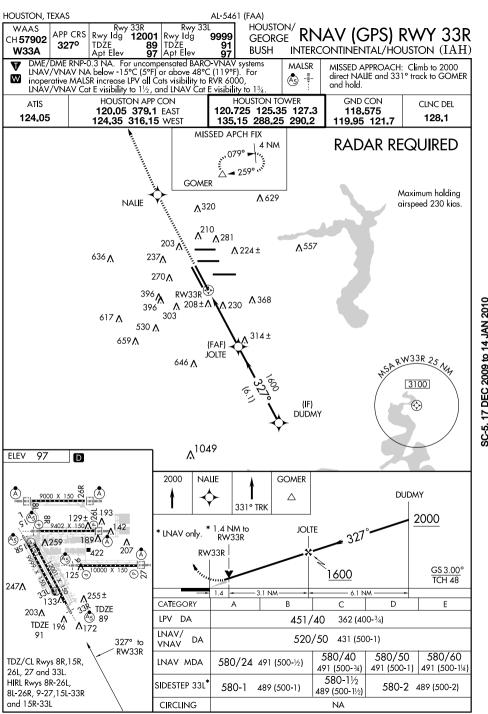
SC-5. 17 DEC 2009 to 14 JAN 2010

113.6 MHF

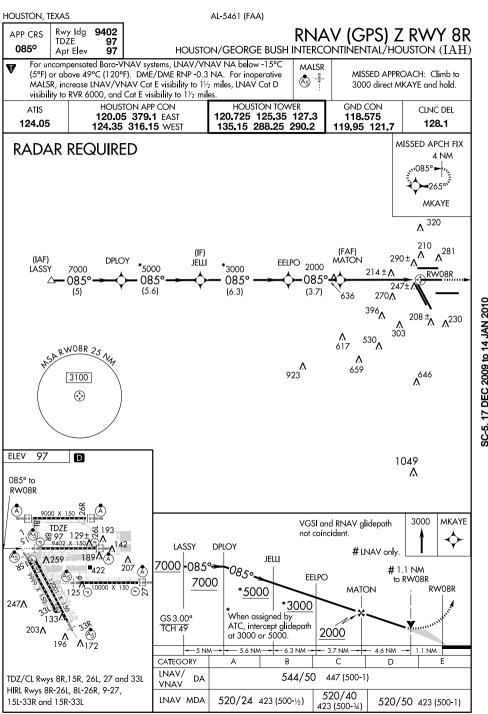
HOBBY

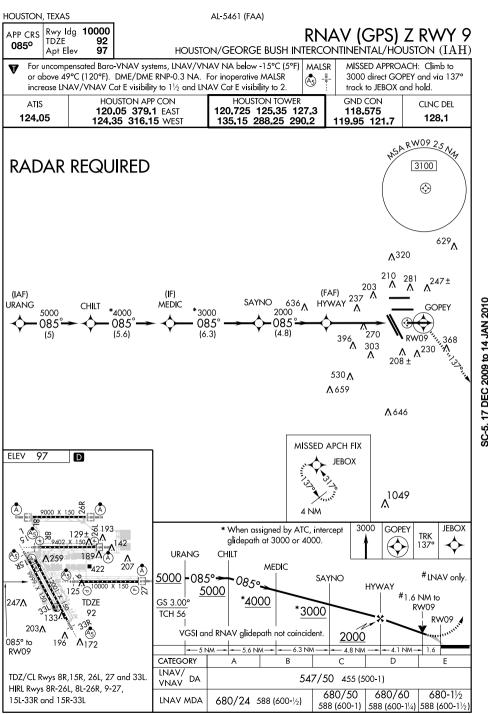
117.1 HUB ::::

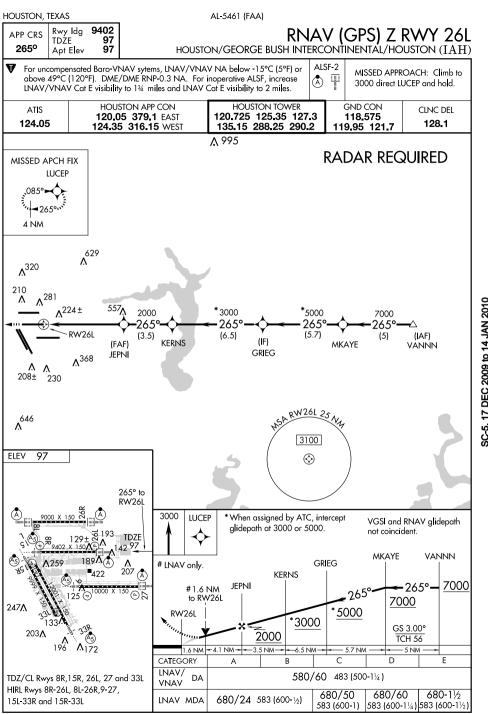


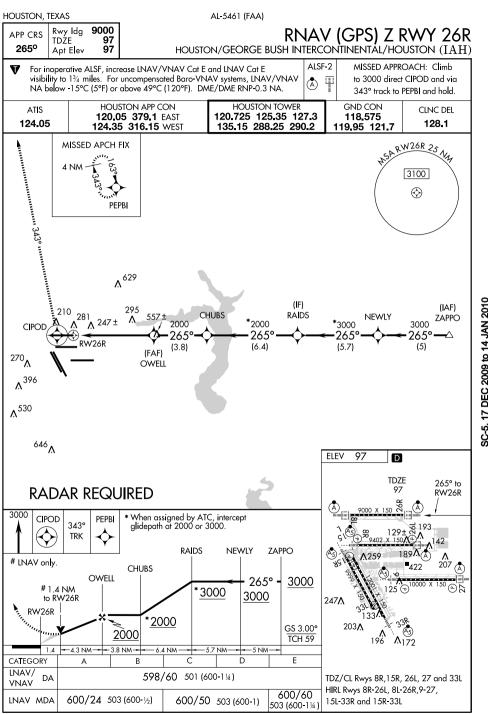


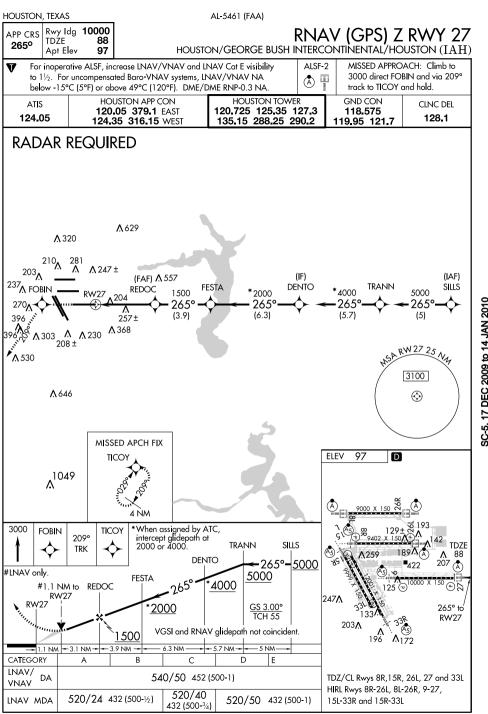
HOUSTON, TEX	XAS		AL-5461 (FAA)				
1 / 11 - 610	Rwy Idg 9000 TDZE 96			RN	4V (G	PS) Z	RWY 8L
	Apt Elev 97	HOUS	STON/GEORGE BU	JSH INTERC	ONTINENT	AL/HOL	JSTON (IAH)
For uncompensated Baro-VNAV systems, LNAV/VNAV or above 49°C (120°F). DME/DME RNP-0.3 NA. For increase LNAV/VNAV Cat E visibility to RVR 6000 and			For inoperative ALSF	, 🔝	4000		ACH: Climb to SU and via 022° ad hold.
ATIS 124.05	120.0	TON APP CON 5 379.1 EAST 5 316.15 WEST	HOUSTON 120.725 125 135.15 288.	35 127.3	GND C 118.5 119.95	75	CLNC DEL 128.1
	AR REQUI		133.19 200.	25 290.2	1119.95		O APCH FIX
<u>△</u> —(3000 085°	3000 - 085° (5.6)	*3000 FI 	♦ 085° (3.4)	396 ₂	⁷⁰ Λ Λ 303	0 A 281 JAMSU
1 / .	NO8L 25 NA 3100 ⊕			923 A	659 A ELEV 97 085° to RW08L TDZE 96		A646
	* When o	assigned by ATC,	4000 JAMSU	CLEEP	200) X 150 (N	75 103
MAAKO		ot glidepath at 3000. CKM FLIBZ		22° RK	A 30	129± 9402 X 150 / 259 18	\(\int\)\(\lambda\)\(
3000	085° >	*3000 0850	**1 A NIAA	BL	247/1	AS	422 207 A
GS 3.00° TCH 59	NM 5.6 NM	2000 		4 NM	33° 13 203 ∧	3Λ Λ (196 Λ ₁	₹ 5 72
CATEGORY	A	В С	D	E			
LNAV/ DA VNAV			88 (400-¾)		TDZ/CL Rwy:		26L, 27 and 33L
LNAV MDA	580/24 48	4 (500-½) 580/4 484 (500	40 580/50 0-¾) 484 (500-1) 4	580/60 484 (500-1¼)	15L-33R and		OK, Y-2/,

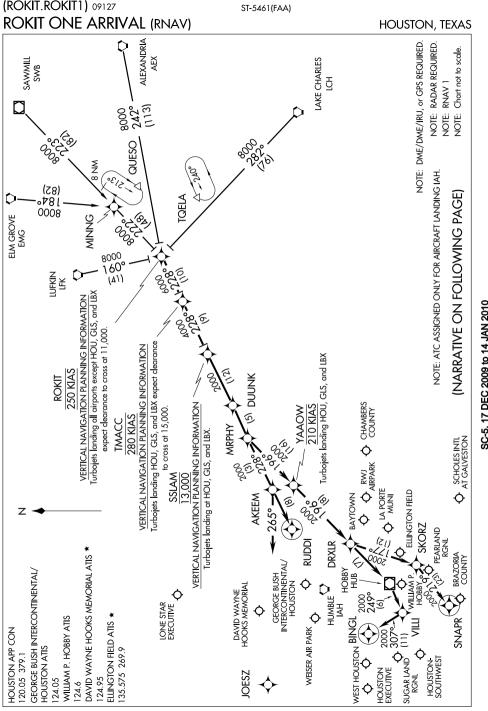












ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.

ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.

LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.

LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational. SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS

must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

.... From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect

vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU): RUNWAY 4 From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR.

present heading.

present heading.

(ROKIT.ROKIT1) 09239

Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly

RUNWAY 12R From MRPHY via 196° track to YAAOW, thence as depicted to BINGL.

Expect vectors to final approach course prior to BINGL, if not received by BINGL fly

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

DRXLR. Expect vectors to final approach course prior to DRXLR.

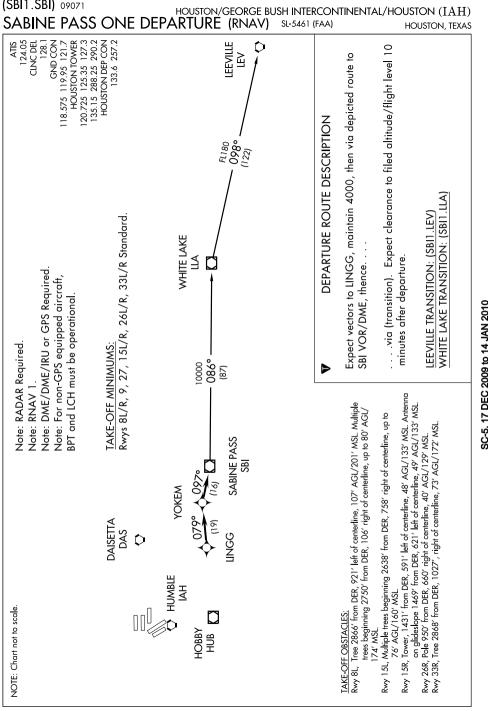
RUNWAYS 8 L/R and 9 From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

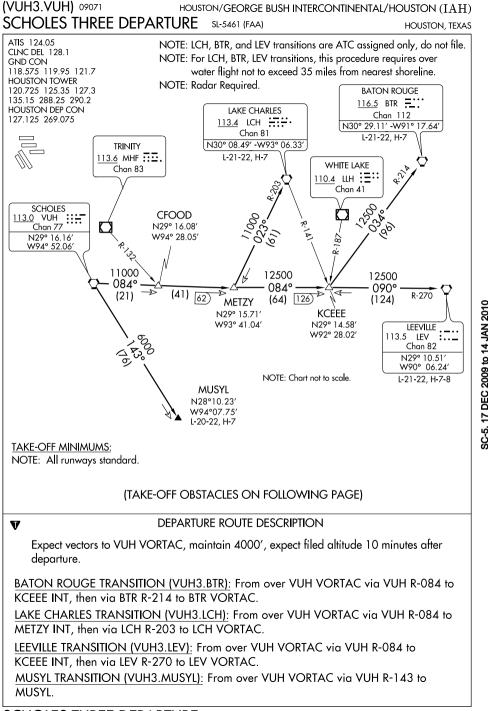
ALL OTHER RUNWAYS From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

ALL OTHER RUNWAYS From MRPHY via 196° track to YAAOW, thence as depicted to

FOR OTHER SATELLITE AIRPORTS:

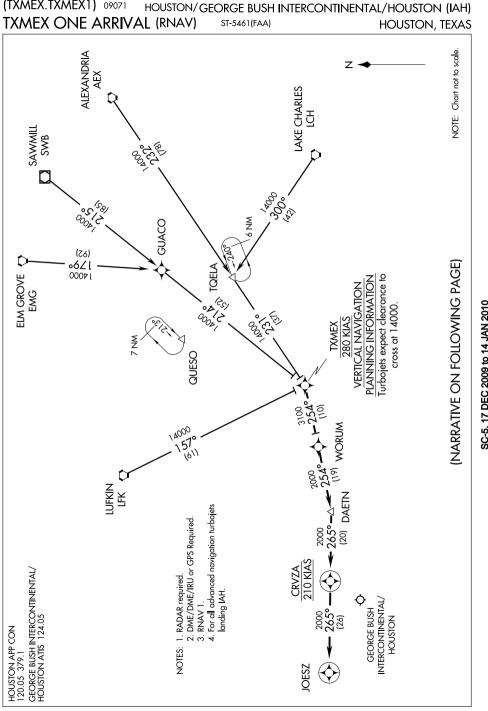
.... From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.



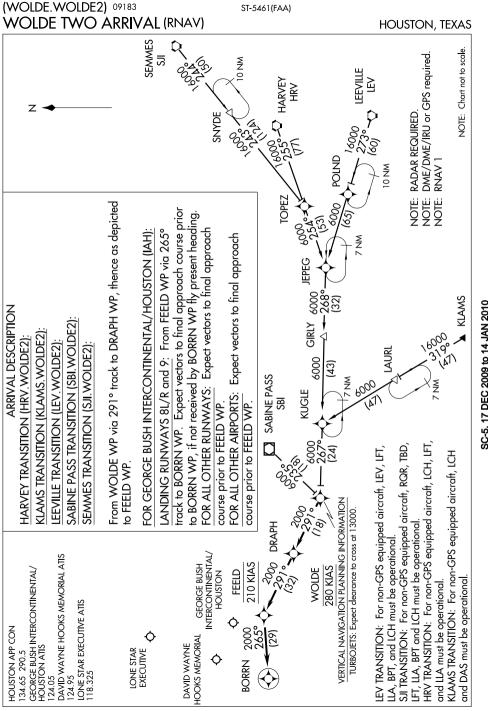


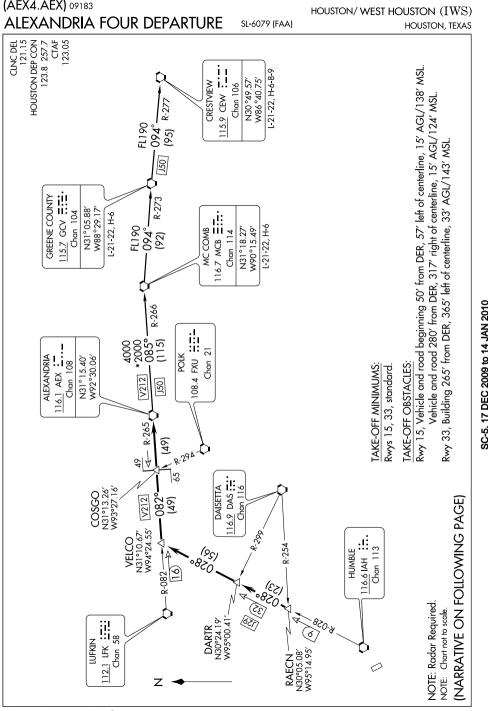
(VUH3.VUH) 09071	HOUST	ON/GEORGE BUSH INTE	ercontinental/ho	DUSTON (IAH)
SCHOLES THREE	DEPARTURE	SL-5461 (FAA)		HOUSTON, TEXAS
	T.1.6	055 00074 0150		
	TAKE	-OFF OBSTACLES:		
Rwy 8L,	Tree 2866' from DER	, 921' left of centerline, 1	107' AGL/201' MSL.	
		ing 2750' from DER, 100	6' right of centerline,	
Rwy 151	up to 80' AGL/174'	MSL. ing 2638′ from DER, 758	3' right of centerline	
	up to 76' AGL/160'	MSL.	-	
Rwy 15R,	, Tower 1431' from DI	ER, 591' left of centerline		
	Antenna on glideslop 49' AGL/133' MSL.	pe 1469' from DER, 621'	left of centerline,	
Rwy 26R,	, Pole 950' from DER,	660' right of centerline,	40' AGL/129' MSL.	
Rwy 33R,	, Tree 2868' from DER	R, 1027' right of centerlin	ie, 73' AGL/172' MS	Ĺ.
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SC-5, 17 DEC 2009 to 14 JAN 2010



(TXMEX.TXMEX1) 09071 HOUSTON/G TXMEX ONE ARRIVAL (RNAV)	ST-5461 (FAA)	Intercontinental/houston (IAH) houston, texas
ARRIV	'AL DESCRIPTIC	ON
ALEXANDRIA TRANSITION (AEX.TXME AEX, BPT and DAS must be operational ELM GROVE TRANSITION (EMG.TXME LFK, DAS and BPT must be operational.) LAKE CHARLES TRANSITION (LCH.TXM and DAS must be operational.) LUFKIN TRANSITION (LFK.TXMEX1): (FLFK must be operational.) SAWMILL TRANSITION (SWB.TXMEX1) LCH, LFK, BPT and DAS must be operational.)	.) X1): (For non-) AEX1): (For non- - - : (For non-GP	GPS equipped aircraft SWB, EMG, n-GPS equipped aircraft AEX, BPT quipped aircraft TNV, BPT, DAS and
From TXMEX via 254° track to WORUM		
GEORGE BUSH INTERCONTINENTAL/I	HOUSTON (IA	<u>(H):</u>
LANDING RUNWAYS 8L/8R or 9: From to final approach course prior to JOESZ		265° track to JOESZ. Expect vectors and by JOESZ, fly present heading.
FOR ALL OTHER RUNWAYS: Expect ve	ectors to final a	AH): 265° track to JOESZ. Expect vectors and by JOESZ, fly present heading. pproach course prior to CRVZA.
		4





ALEXANDRIA FOUR DEPARTURE

SL-6079 (FAA)

HOUSTON / WEST HOUSTON (IWS)
HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT,
maintain 4000', expect filed altitude 10 minutes after departure. Thence

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265
to AFX VORTAC.

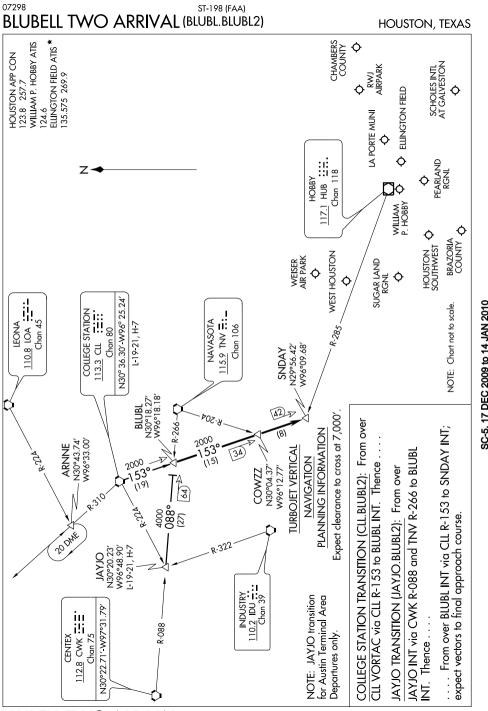
THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE: CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route

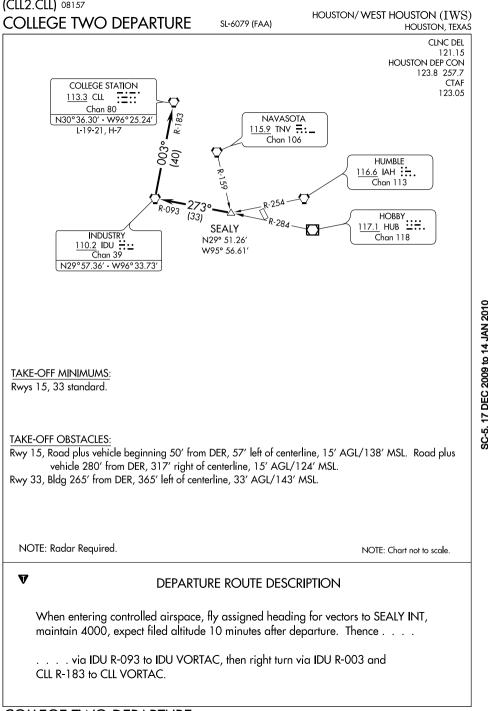
off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC

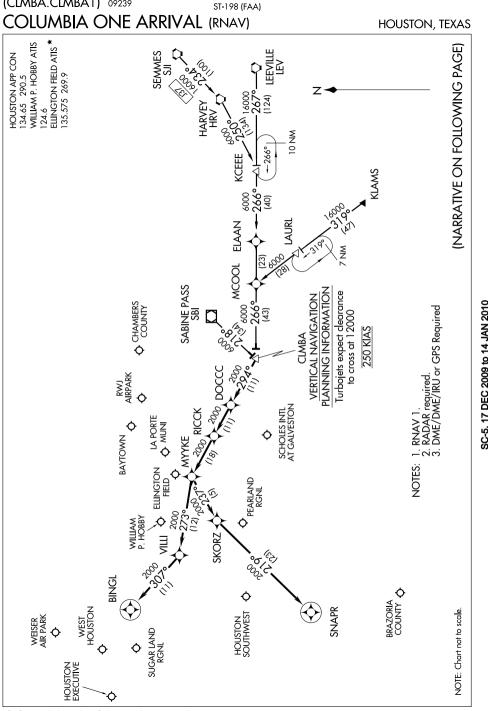
<u>GREENE COUNTY TRANSITION (AEX4.GCV)</u>: (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

SC-5, 17 DEC 2009 to 14 JAN 2010







COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and

DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF,

and VUH must be operational.)

LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)

SABINE PASS TRANSITION (SBI.CLMBA1):

SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING DUNINAVA 4. Francisco V. 2049 Land

<u>LANDING RUNWAY 4:</u> From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

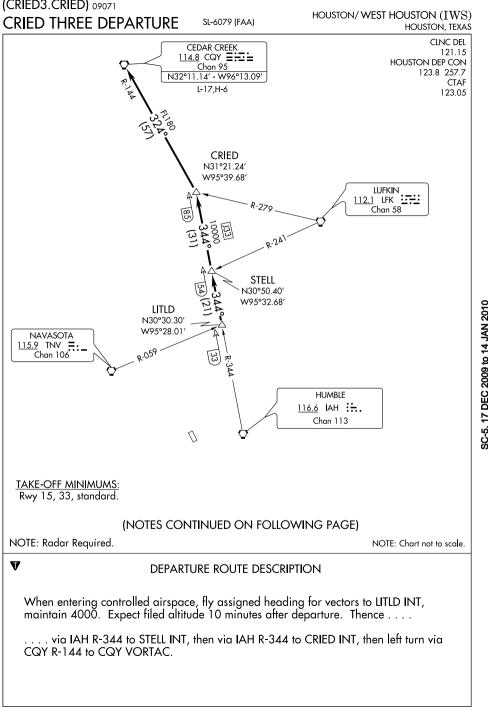
LANDING RUNWAY 12R: From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL

fly present heading.

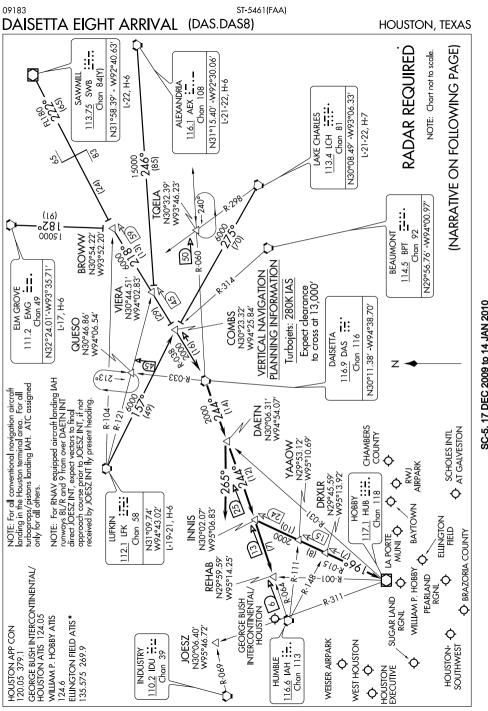
FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.



(CRIED3.CRIED) 09071 HOUSTON/WEST HOUSTON (IWS) CRIED THREE DEPARTURE SL-6079 (FAA) HOUSTON, TEXAS **TAKE-OFF OBSTACLES** Rwy 15, Vehicle and road beginning 50' from DER, 57' left of centerline, 15' AGL/138' MSL. Vehicle and road 280' from DER, 317' right of centerline, 15' AGL/124' MSL. Rwy 33, Building, 265' from DER, 365' left of centerline, 33' AGL/143' MSL. SC-5, 17 DEC 2009 to 14 JAN 2010



ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182

to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

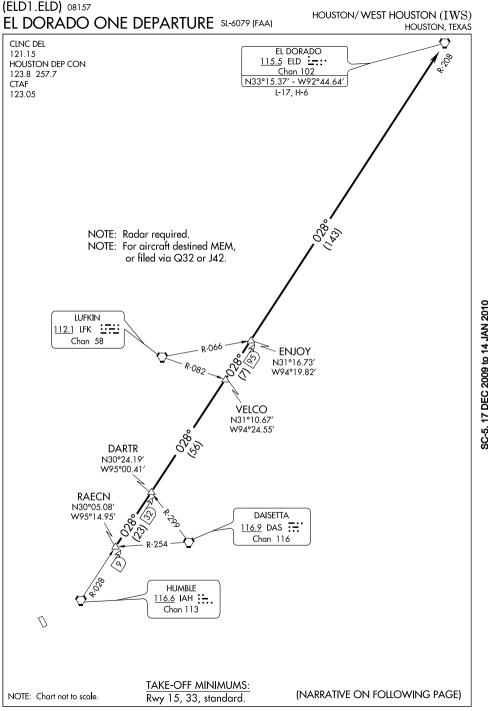
.... From DAETN INT fly heading 265° for vectors to final approach course.

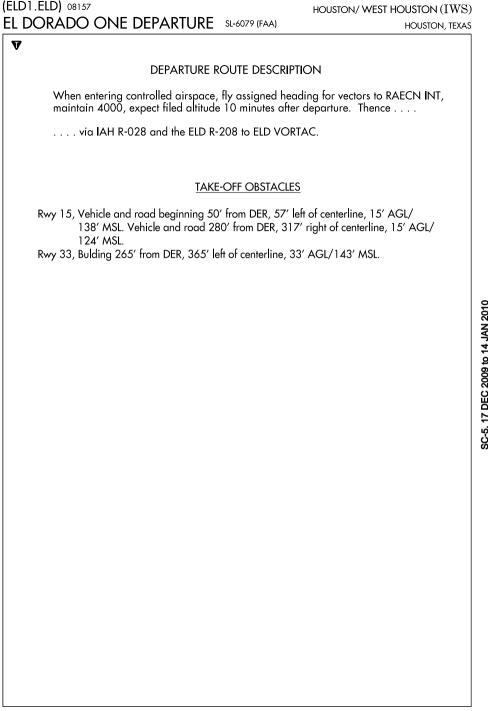
FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

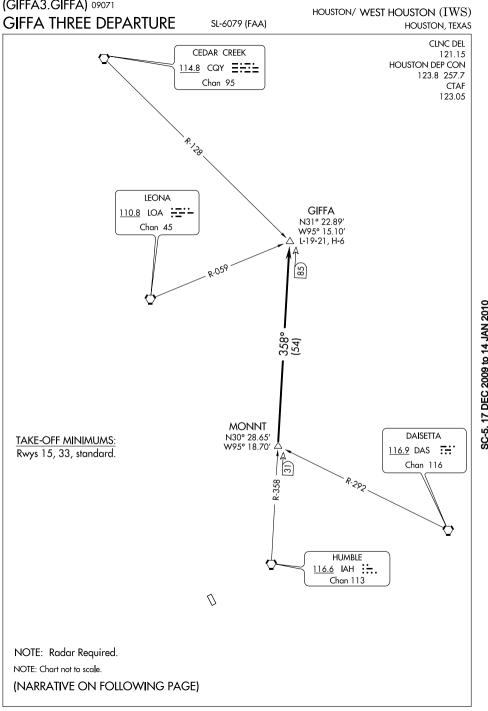
FOR ALL OTHER AIRPORTS:

.... From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to

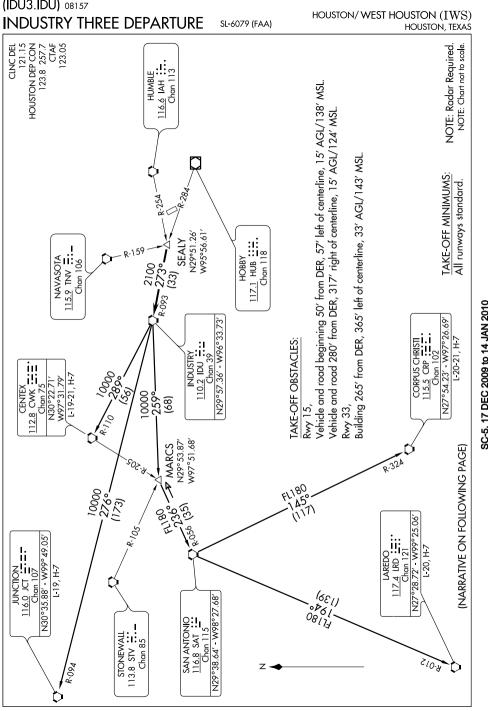
HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.



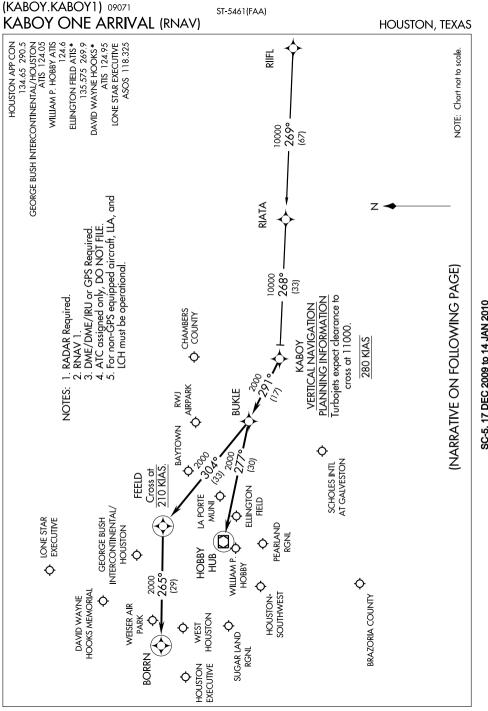




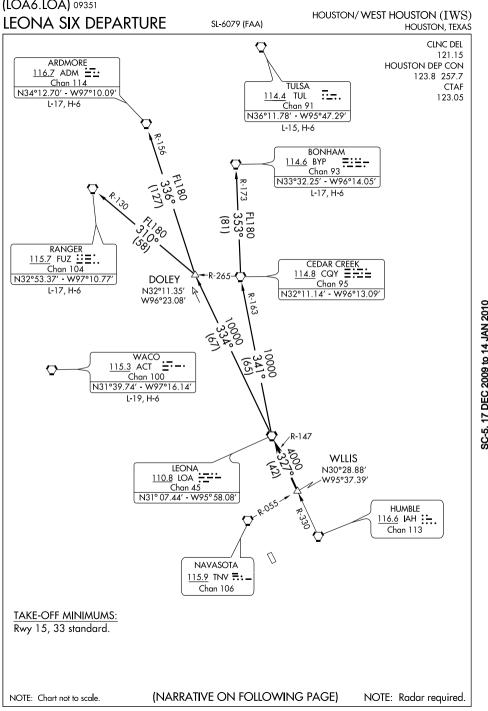
(GIFFA3.GIFFA) 09071 HOUSTON/ WEST HOUSTON (IWS) GIFFA THREE DEPARTURE HOUSTON, TEXAS SL-6079 (FAA) V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence via IAH R-358 to GIFFA INT. **TAKE-OFF OBSTACLES:** Rwy 15, Vehicle and road beginning 50' from DER, 57' left of centerline, 15' AGL/138' MSL. Vehicle and road 280' from DER, 317' right of centerline, 15' AGL/124' MSI. Rwy 33, Building 265' from DER, 365' left of centerline, 33' AGL/143' MSL. SC-5, 17 DEC 2009 to 14 JAN 2010

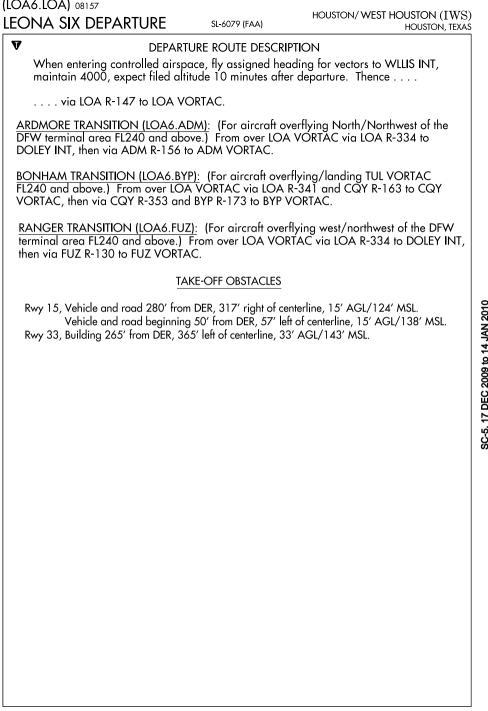


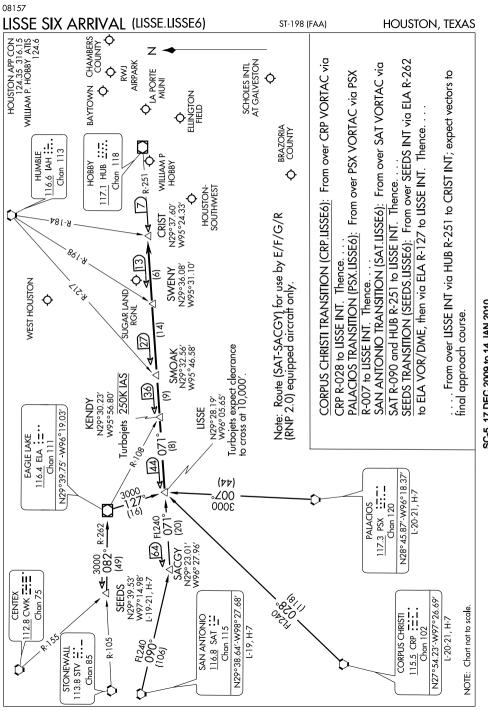
(IDU3.IDU) 081 <i>57</i>		HOUSTON (MEST HOUSTON (TITIES)		
INDUSTRY THREE DEPARTURE	SL-6079 (FAA)	HOUSTON/WEST HOUSTON (IWS) HOUSTON, TEXAS		
V		,		
DEPARTURE ROUTE DESCRIPTION				
When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence VIA IDU R-093 to IDU VORTAC.				
CENTEX TRANSITION (IDU3.CWK): (AT the DFW Metroplex area that are being IDU VORTAC via IDU R-289 and CWK	rerouted due	to bad weather.) From over		
CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.				
JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.				
LAREDO TRANSITION (IDU3.LRD): (ATC via IDU R-259 to MARCS INT, then via S SAT R-194 and LRD R-012 to LRD VORT	SAT R-056 to	ly.) From over IDU VORTAC SAT VORTAC, then via		
		7 PF C 295		
		, C		

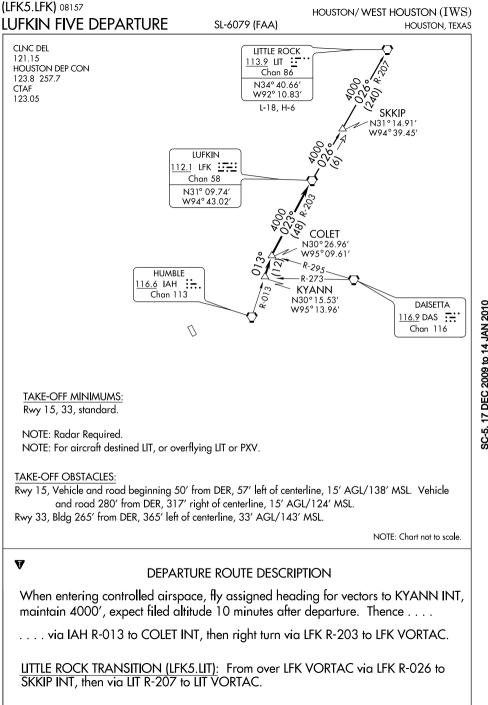


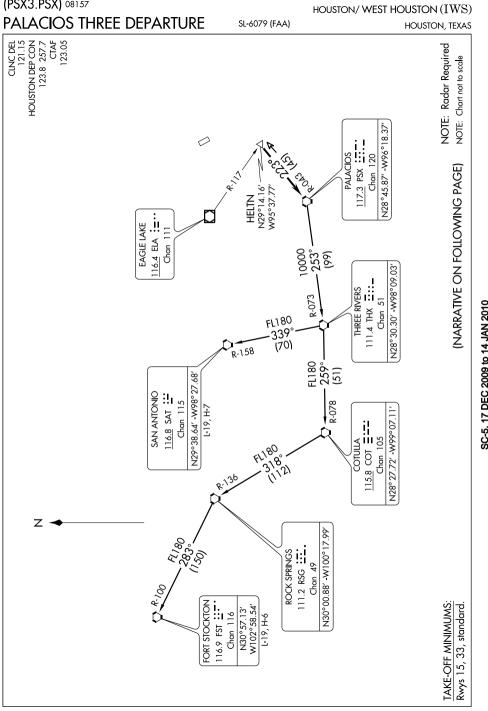
(KABOY.KABOY1) 09071	ST-5461(FAA)	
KABOY ONE ARRIVAL (RNAV)		HOUSTON, TEXAS
ARR	RIVAL DESCRIPT	ION
RIIFL TRANSITION (RIIFL.KABOY1)		
From KABOY via 291° track to BUKLE		
GEORGE BUSH INTERCONTINENTAL	/HOUSTON (IA	λΗ) <u>:</u>
LANDING RUNWAYS 8L/8R, OR 9: . depicted to BORRN. Expect vectors to received by BORRN, fly present heading	final approach	
ALL OTHER RUNWAYS: From BI approach course prior to FEELD.	UKLE via 304° 1	track to FEELD. Expect vectors to final
DAVID WAYNE HOOKS MEMORIAL (I From BUKLE via 304° track to FEE prior to FEELD.	DWH) AND LO ELD. Expect vec	NE STAR EXECUTIVE (CXO): ctors to final approach course
ALL OTHER AIRPORTS: From BUK Expect vectors to final approach course		
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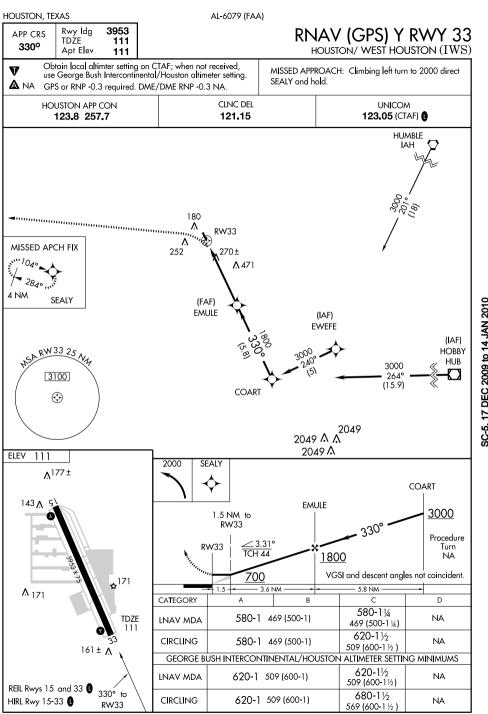


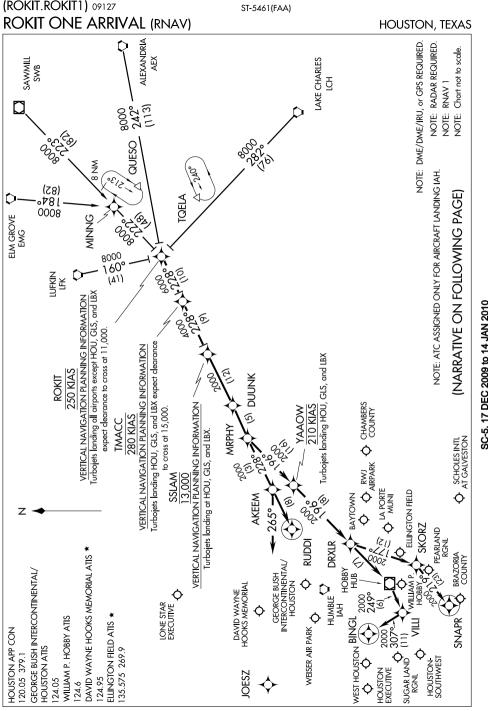




(PSX3.PSX) ₀₈₁₅₇	HOUSTON/	WEST HOUSTON (IWS)
PALACIOS THREE DEPARTURE	SL-6079 (FAA)	HOUSTON, TEXAS
▼ DEPARTURE RO	OUTE DESCRIPTION	
When entering controlled airspace, fly maintain 4000'. Expect filed altitude		
via PSX R-043 to PSX VORTA	C.	
FORT STOCKTON TRANSITION (PSX3 via PSX R-253 and THX R-073 to THX COT R-078 to COT VORTAC, then via VORTAC, then via RSG R-283 and FS	VORTAC, then via THX R-2: COT R-318 and RSG R-13:	59 and
SAN ANTONIO TRANSITION (PSX3.5 via PSX R-253 and THX R-073 to THX SAT R-158 to SAT VORTAC.		
TAKE-OFF OBSTACLES: Rwy 15, Vehicle and road beginning 50' fror Vehicle and road 280' from DER, 31 Rwy 33, Building 265' from DER, 365' left of	17' right of centerline, 15' AGL/1	
		24' MSL.
		, c

SC-5 17 DEC 2009 to 14 JAN 2010





ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.

ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.

LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.

LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational. SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS

must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

.... From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect

vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU): RUNWAY 4 From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR.

present heading.

present heading.

(ROKIT.ROKIT1) 09239

Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly

RUNWAY 12R From MRPHY via 196° track to YAAOW, thence as depicted to BINGL.

Expect vectors to final approach course prior to BINGL, if not received by BINGL fly

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

DRXLR. Expect vectors to final approach course prior to DRXLR.

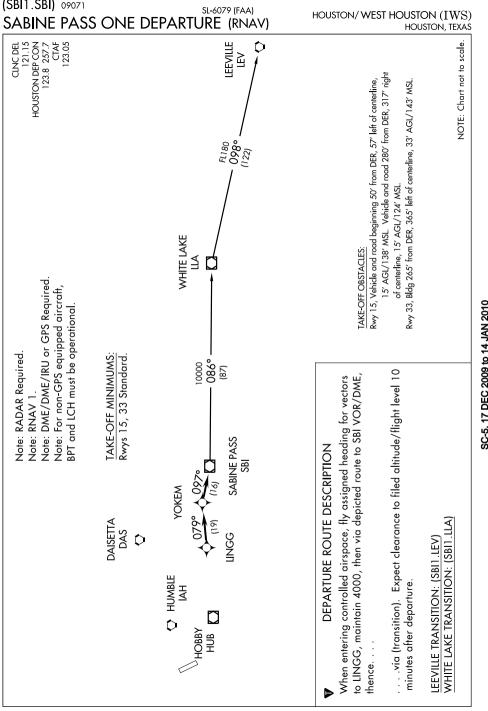
RUNWAYS 8 L/R and 9 From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

ALL OTHER RUNWAYS From MRPHY via 196° track to YAAOW, thence as depicted to

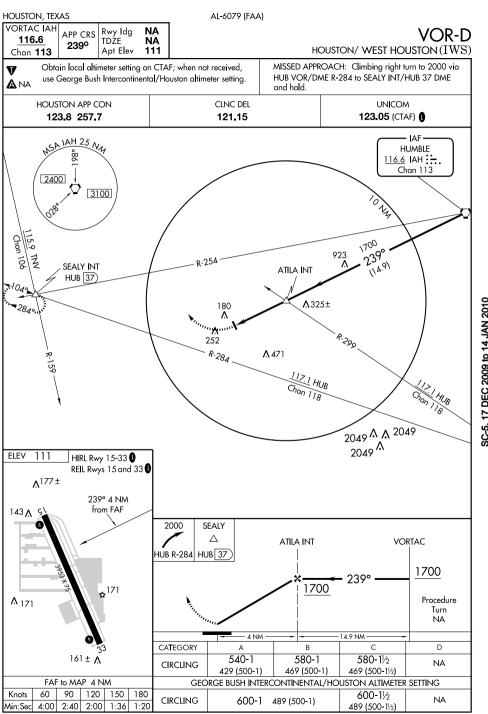
FOR OTHER SATELLITE AIRPORTS:

.... From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

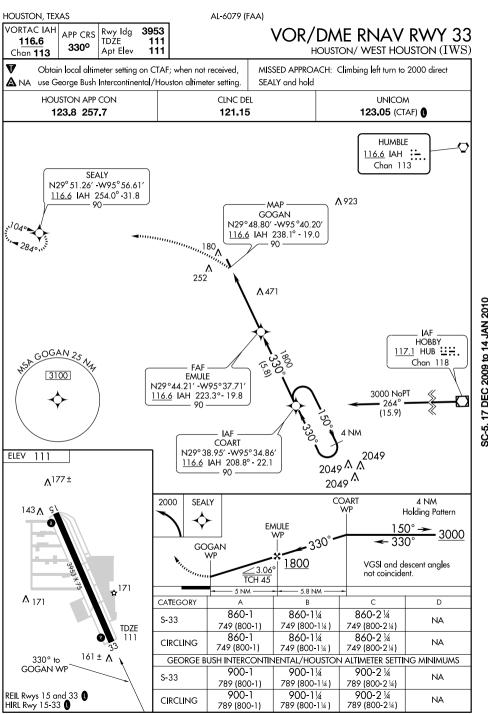


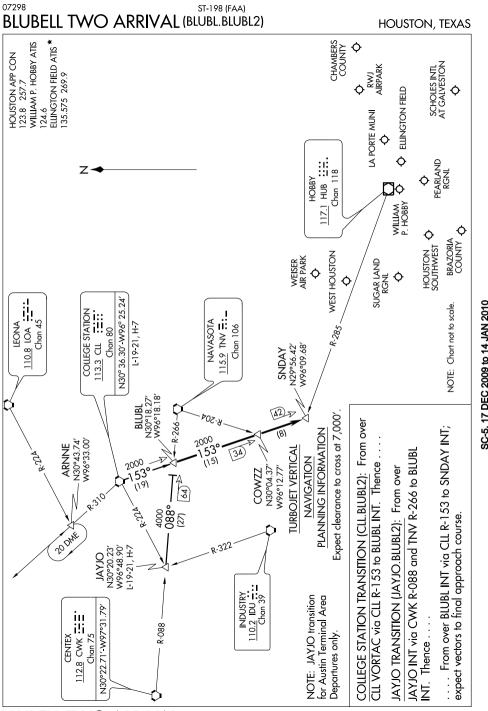
MUSYL.

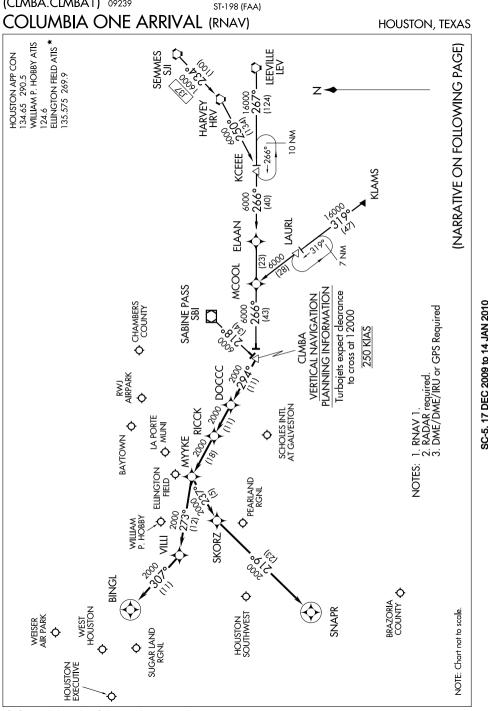
SC-5, 17 DEC 2009 to 14 JAN 2010



HOUSTON, TEXAS AL-6079 (FAA) VORTAC IAH OR/DME RNAV RWY 15 Rwy Idg 3953 APP CRS 116.6 TDŹE 111 150° HOUSTON/ WEST HOUSTON (IWS) Apt Elev Chan 113 111 Obtain local altimeter setting on CTAF; when not received, A NA use George Bush Intercontinental/Houston altimeter setting. MISSED APPROACH: Climb to 3000 direct COART and hold. CLNC DEL HOUSTON APP CON UNICOM 123.8 257.7 121.15 123.05 (CTAF) (2000 NoPT ΙΔF 132° NAVASOTA (24.5)HUMBLE 115.9 TNV **=:_** 116.6 IAH :-. Chan 106 - IAF **JOSEY** Chan 113 4 NM N29°58.45′ -W95°45.44′ 116.6 IAH 267.9°-21.5 FAF **ORENT** N29°53.69′ -W95°42.85′ 116.6 IAH 254.2°- 19.6 A 923 MAP. **ELORA** SC-5 17 DEC 2009 to 14 JAN 2010 N29 °49.37' -W95 °40.52' 180 116.6 IAH 240.1° - 19.0 - 90 -252 ∧ SA ELORA 25 Ny 471 Λ 1049 3100 Λ COART N29° 38.95′ -W95° 34.86′ 116.6 IAH 208.8° - 22.1 90. **ELEV** 111 **∧**177± 150° to ELORA WP **TDZE** 4 NM 143 <u>^</u> JOSEY WP 3000 COART Holding Pattern **ORENT** 2000 150 FIORA WP 1700 VGSI and descent angle 3.04° not coincident. TCH 55 171 **∧** 171 5.3 NM -4.8 NM CATEGORY D 900-1 900-11/4 900-21/4 S-15 789 (800-1) 789 (800-11/4) 789 (800-21/4) NA 900-1 900-11/4 900-21/4 CIRCLING 161 ± 🔨 789 (800-1) 789 (800-11/4) 789 (800-21/4) NA GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS 960-1 960-21/2 960-11/4 S-15 849 (900-1) 849 (900-11/4) 849 (900-21/2) NA REIL Rwys 15 and 33 (960-1 960-21/2 960-11/4 CIRCLING HIRL Rwy 15-33 (849 (900-11/4) 849 (900-1) 849 (900-21/2) NA







COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and

DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF,

and VUH must be operational.)

LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)

SABINE PASS TRANSITION (SBI.CLMBA1):

SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING DUNINAVA 4. Francisco V. 2049 Land

<u>LANDING RUNWAY 4:</u> From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

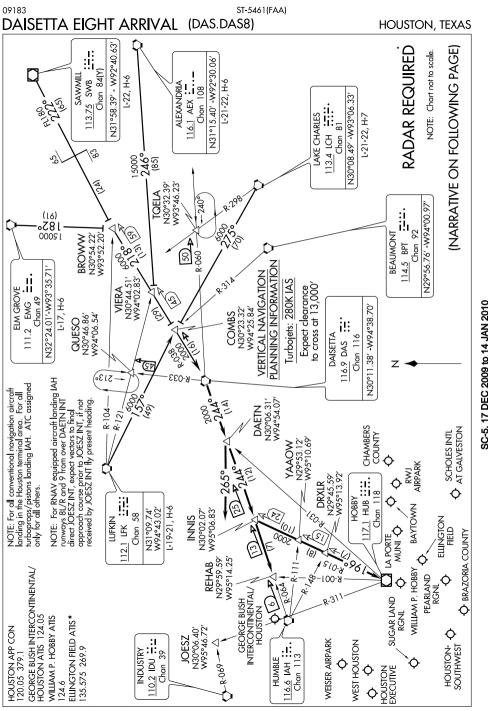
LANDING RUNWAY 12R: From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL

fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.



ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182

to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

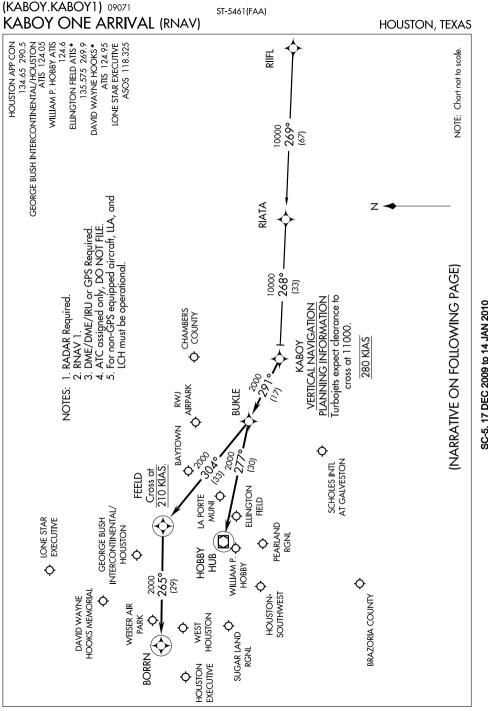
.... From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

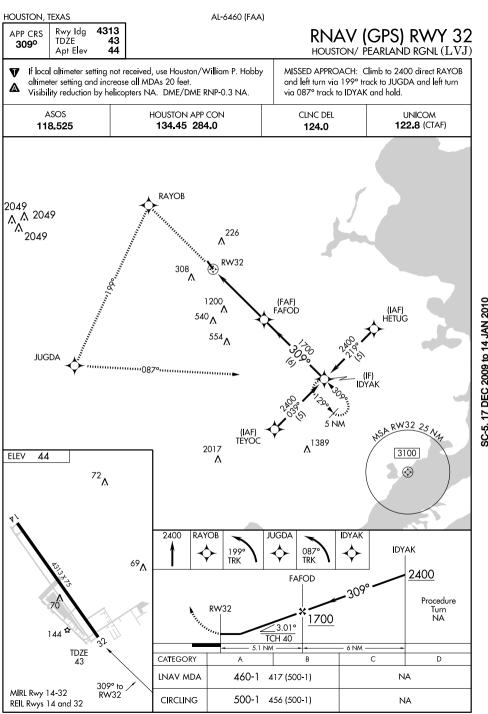
FOR ALL OTHER AIRPORTS:

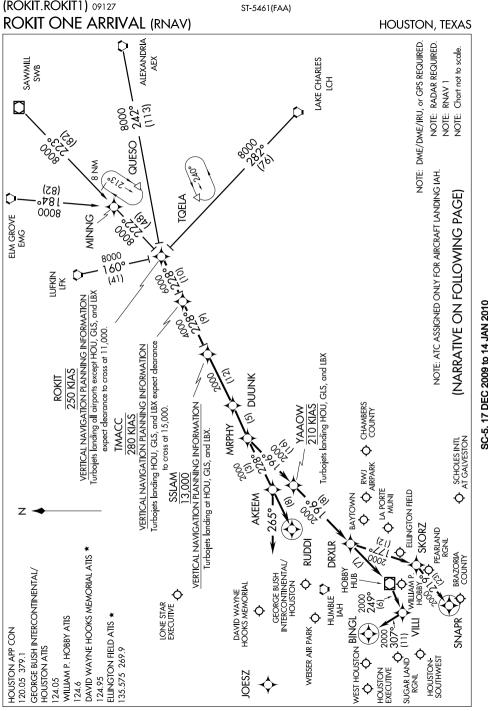
.... From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to

HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.



(KABOY.KABOY1) 09071	ST-5461(FAA)		
KABOY ONE ARRIVAL (RNAV)		HOUSTON, TEXAS	
ARRIVAL DESCRIPTION			
RIIFL TRANSITION (RIIFL.KABOY1)			
From KABOY via 291° track to BUKLE			
GEORGE BUSH INTERCONTINENTAL	/HOUSTON (IA	λΗ) <u>:</u>	
LANDING RUNWAYS 8L/8R, OR 9: . depicted to BORRN. Expect vectors to received by BORRN, fly present heading	final approach		
ALL OTHER RUNWAYS: From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.			
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.			
ALL OTHER AIRPORTS: From BUK Expect vectors to final approach course			
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ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.

ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.

LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.

LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational. SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS

must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

.... From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect

vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU): RUNWAY 4 From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR.

present heading.

present heading.

(ROKIT.ROKIT1) 09239

Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly

RUNWAY 12R From MRPHY via 196° track to YAAOW, thence as depicted to BINGL.

Expect vectors to final approach course prior to BINGL, if not received by BINGL fly

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

DRXLR. Expect vectors to final approach course prior to DRXLR.

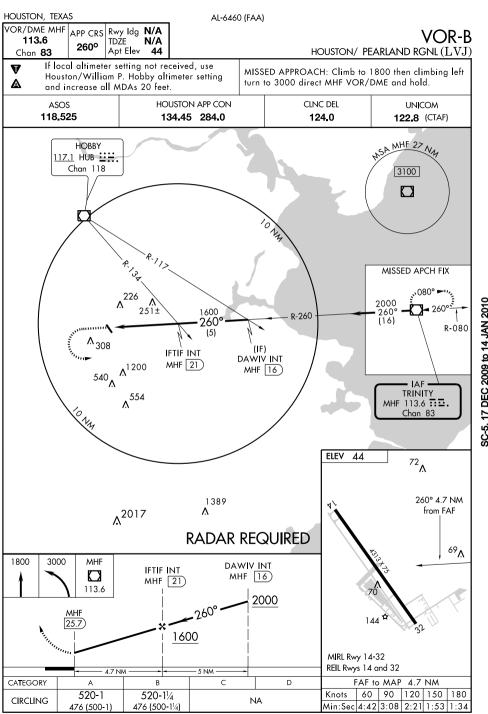
RUNWAYS 8 L/R and 9 From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

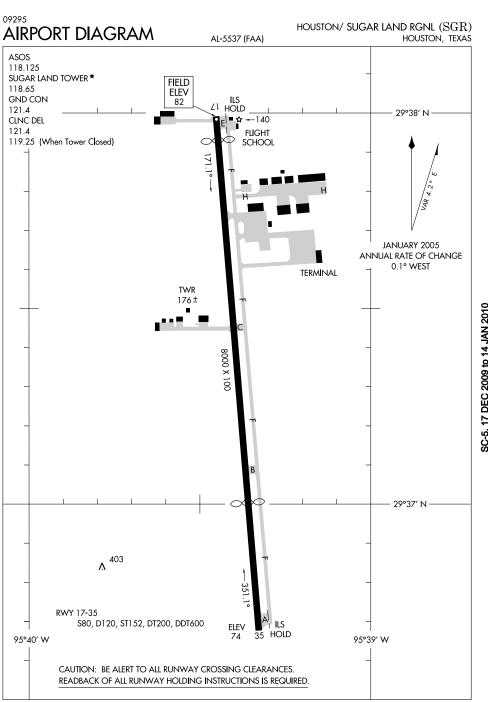
ALL OTHER RUNWAYS From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

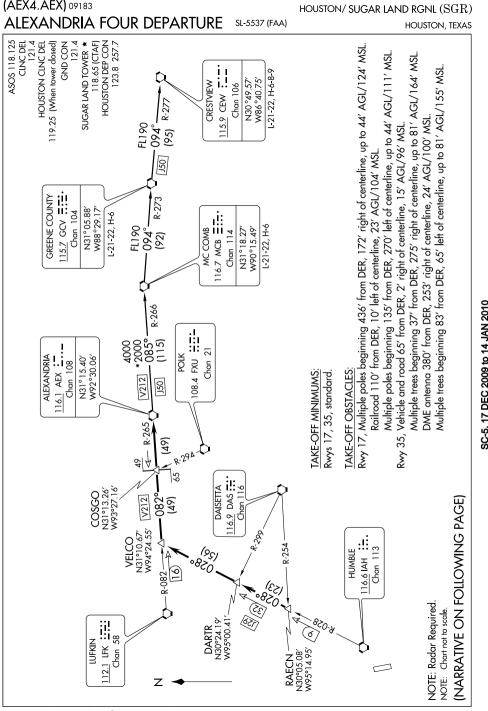
ALL OTHER RUNWAYS From MRPHY via 196° track to YAAOW, thence as depicted to

FOR OTHER SATELLITE AIRPORTS:

.... From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.







ALEXANDRIA FOUR DEPARTURE

SL-5537 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC,

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to

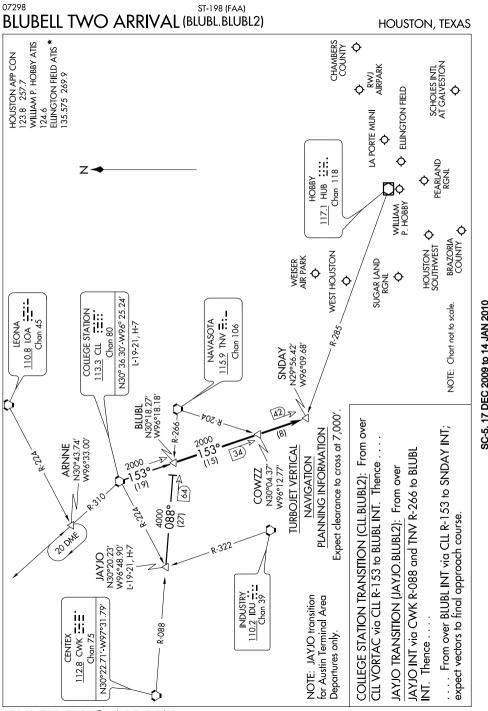
MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via

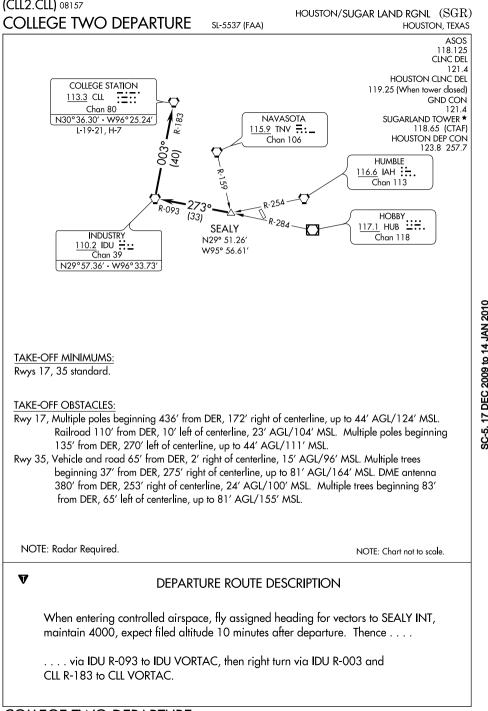
SC-5, 17 DEC 2009 to 14 JAN 2010

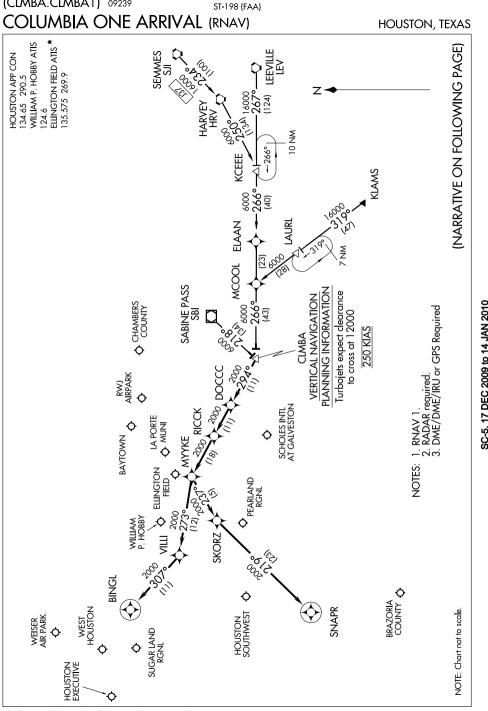
then via GCV R-094 and CFW R-277 to CFW VORTAC

AFX R-085 and MCB R-266 to MCB VORTAC

GCV VORTAC







COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and

DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF,

and VUH must be operational.)

LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)

SABINE PASS TRANSITION (SBI.CLMBA1):

SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK

WILLIAM P. HOBBY/HOUSTON (HOU):

WILLIAMT : HODDITTHOOSTON (HOO).

LANDING RUNWAY 4: From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by

SNAPR fly present heading.

<u>LANDING RUNWAY 12R:</u> From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL

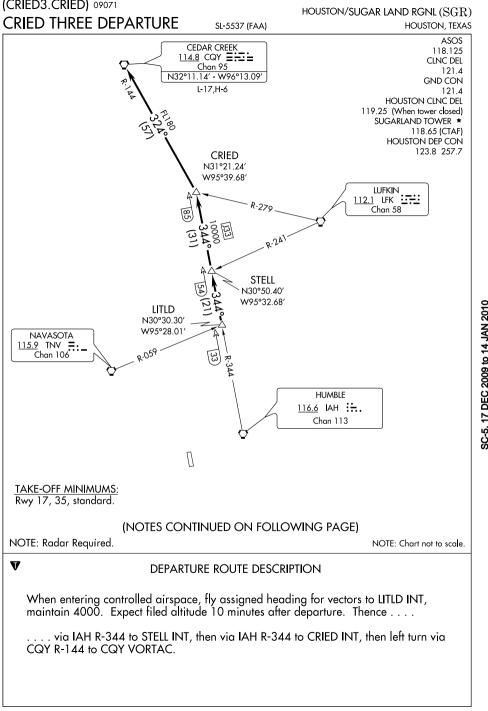
fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final

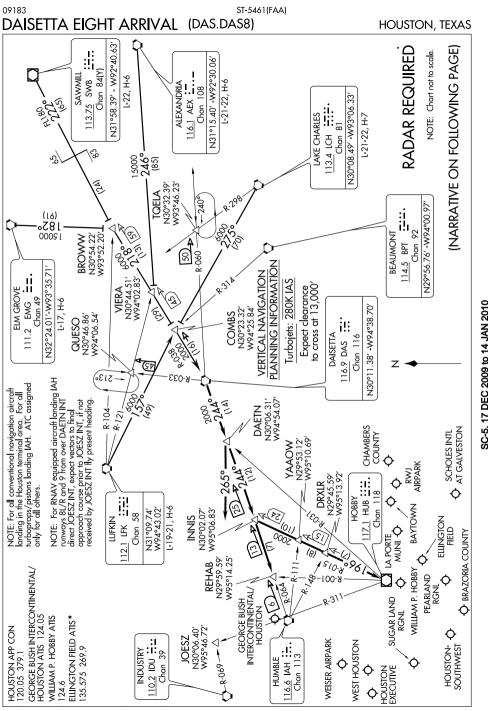
approach course prior to MYYKE. Expect vectors to final

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 17 DEC 2009 to 14 .IAN 2010



(CRIED3.CRIED) 09071 HOUSTON/SUGAR LAND RGNL (SGR) CRIED THREE DEPARTURE SL-5537 (FAA) HOUSTON, TEXAS TAKE-OFF OBSTACLES: Rwy 17, Multiple poles beginning 436' from DER, 172 right of centerline, up to 44' AGL/124' MSL. Railroad 110' from DER, 10' left of centerline, 23' AGL/104' MSL. Multiple poles beginning 135' from DER, 270' left of centerline, up to 44' AGL/111' MSL. Rwy 35, Vehicle and road 65' from DER, 2' right of centerline, 15' AGL/96' MSL. Multiple trees beginning 37' from DER, 275' right of centerline, up to 81' AGL/164' MSL. DME antenna 380' from DER, 253' right of centerline, 24' AGL/100' MSL. Multiple trees beginning 83' from DER, 65' left of centerline, up to 81' AGL/155' MSL. SC-5, 17 DEC 2009 to 14 JAN 2010



ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182

to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

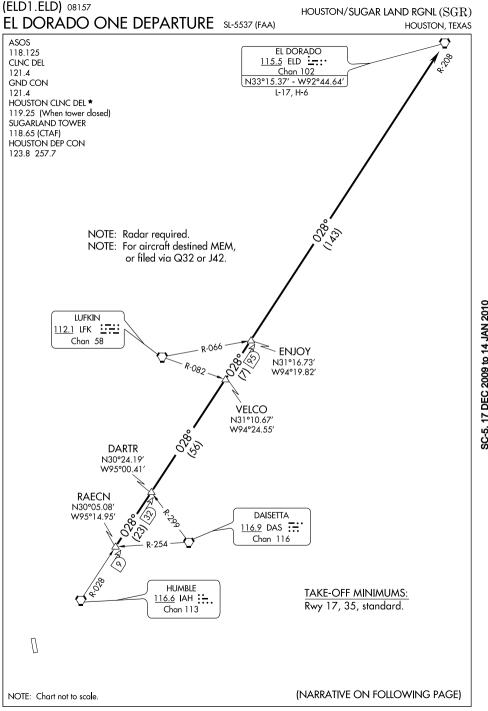
.... From DAETN INT fly heading 265° for vectors to final approach course.

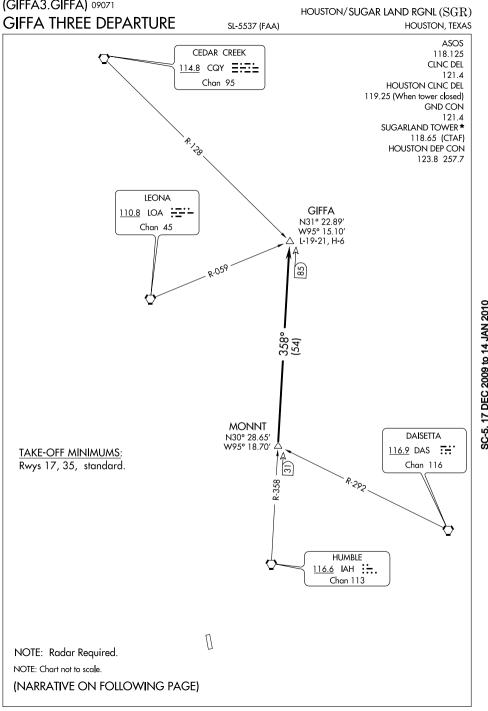
FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

.... From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to

HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.





(GIFFA3.GIFFA) 09071 HOUSTON/SUGAR LAND RGNL (SGR) GIFFA THRFF DFPARTURE HOUSTON, TEXAS SL-5537 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES: Rwy 17, Multiple poles beginning 436' from DER, 172' right of centerline,

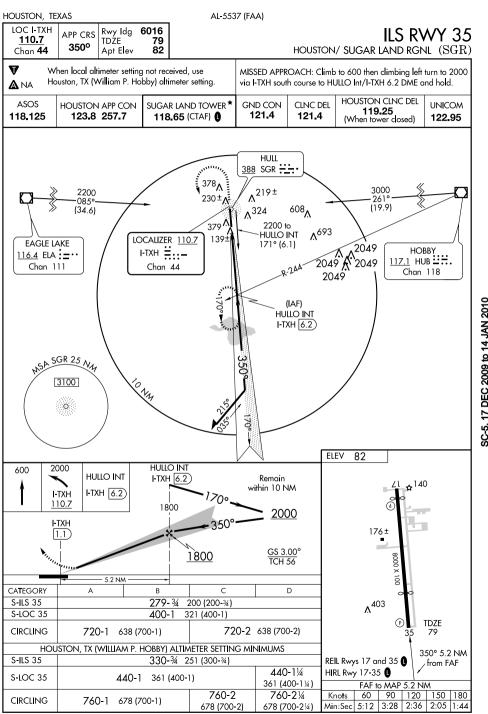
up to 44' AGL/124' MSL. Railroad 110' from DER, 10' left of centerline, 23' AGL/104' MSL. Multiple poles beginning 135' from DER, 270' left of centerline, up to 44' AGL/111' MSL. Rwy 35, Vehicle and road 65' from DER, 2' right of centerline, 15' AGL/96' MSL.

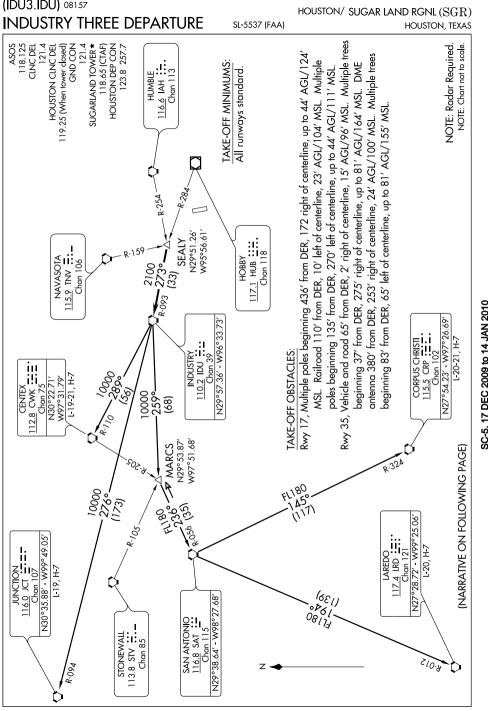
Multiple trees beginning 37' from DER, 275' right of centerline, up to 81' AGL/164' MSL. DME antenna 380' from DER, 253' right of centerline, 24' AGL/100' MSL.

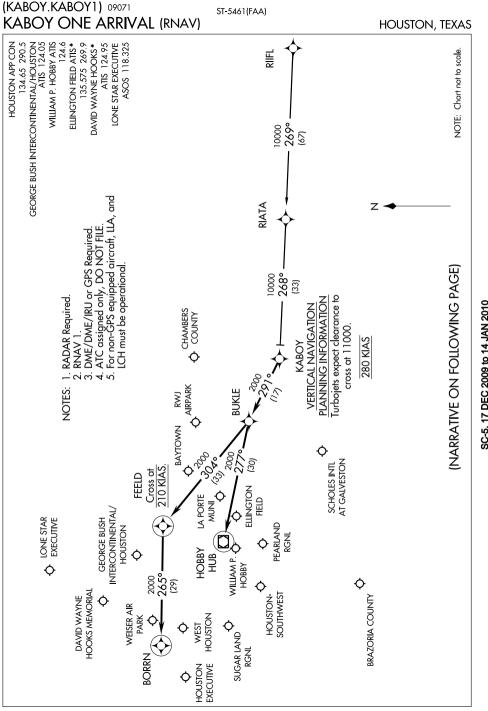
Multiple trees beginning 83' from DER, 65' left of centerline, up to

81' AGL/155' MSL.

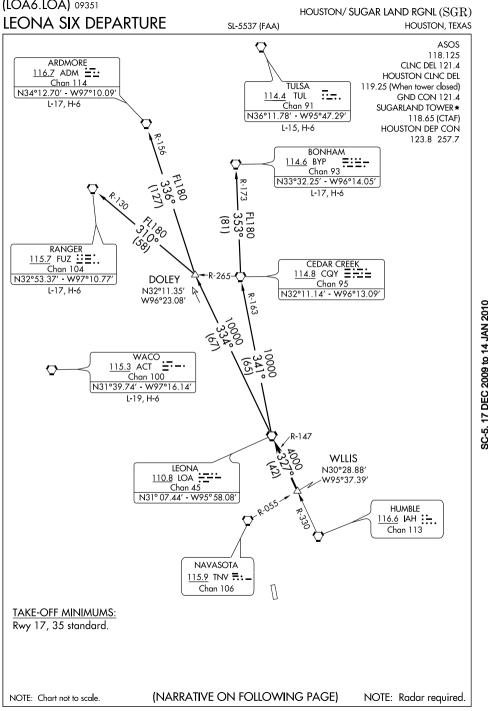
SC-5, 17 DEC 2009 to 14 JAN 2010







(KABOY.KABOY1) 09071	ST-5461(FAA)	
KABOY ONE ARRIVAL (RNAV)		HOUSTON, TEXAS
ARR	RIVAL DESCRIPT	ION
RIIFL TRANSITION (RIIFL.KABOY1)		
From KABOY via 291° track to BUKLE		
GEORGE BUSH INTERCONTINENTAL	/HOUSTON (IA	λΗ) <u>:</u>
LANDING RUNWAYS 8L/8R, OR 9: . depicted to BORRN. Expect vectors to received by BORRN, fly present heading	final approach	
ALL OTHER RUNWAYS: From BI approach course prior to FEELD.	UKLE via 304° 1	track to FEELD. Expect vectors to final
DAVID WAYNE HOOKS MEMORIAL (I From BUKLE via 304° track to FEE prior to FEELD.	DWH) AND LO ELD. Expect vec	NE STAR EXECUTIVE (CXO): ctors to final approach course
ALL OTHER AIRPORTS: From BUK Expect vectors to final approach course		
		6
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		, u



(LOA6.LOA) 081*57* HOUSTON/ SUGAR LAND REGIONAL (SGR)LEONA SIX DEPARTURE HOUSTON, TEXAS SL-5537 (FAA) V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading for vectors to WLUS INT. maintain 4000, expect filed altitude 10 minutes after departure. Thence via IOA R-147 to IOA VORTAC

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY

VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC. RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT. then via FUZ R-130 to FUZ VORTAC

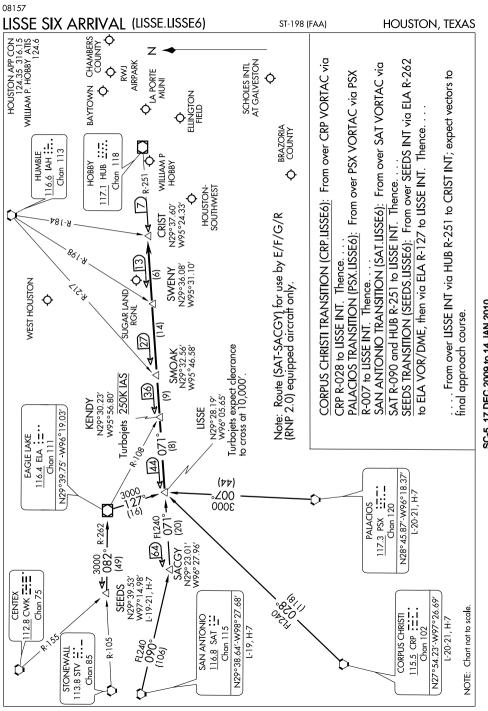
TAKE-OFF OBSTACLES

Rwy 17, Multiple poles 436' from DER, 172' right of centerline, up to 44' AGL/124' MSL.

SC-5, 17 DEC 2009 to 14 JAN 2010

Railroad 110' from DER, 10' left of centerline, 23' AGL/104' MSL. Multiple poles beginning 135' from DER, 270' left of centerline, up to 44' AGL/111' MSL. Rwy 35, Multiple trees beginning 37' from DER, 275' right of centerline, up to 81' AGL/ 164' MSL. Vehicle and road 65' from DER, 2' right of centerline, 15' AGL/96'

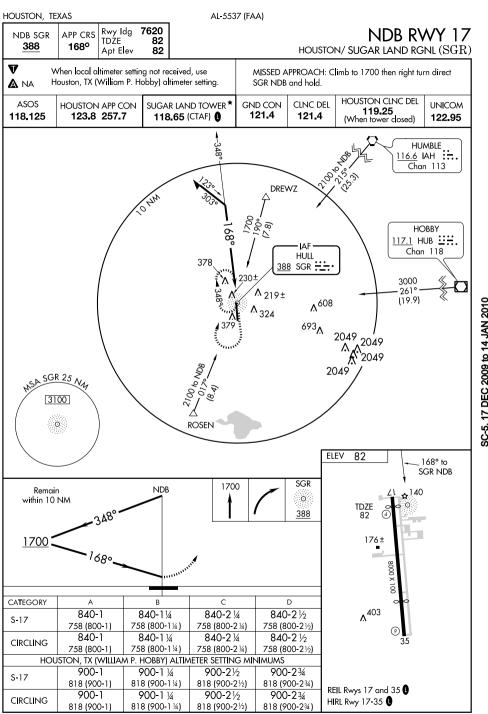
MSL. DME antenna 380' from DER, 253' right of centerline, 24' AGL/100' MSL. Multiple trees beginning 83' from DER, 65' left of centerline, up to 81' AGL/155' MSL.

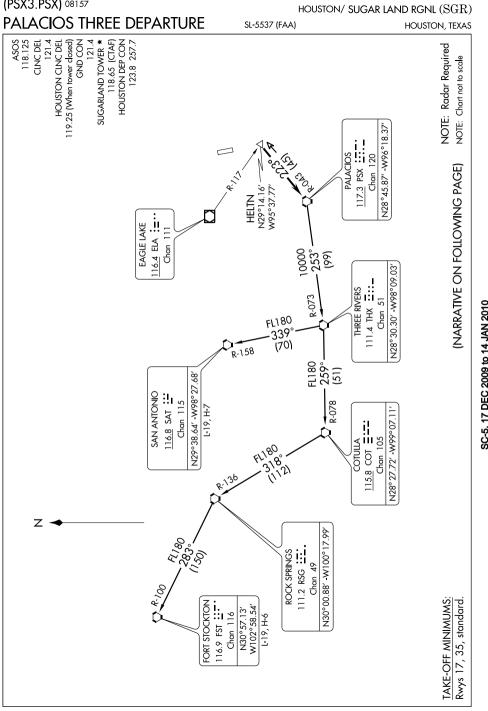


HOUSTON/SUGAR LAND RGNL (SGR) LUFKIN FIVE DEPARTURE SL-5537 (FAA) HOUSTON, TEXAS ASOS LITTLE ROCK 118.125 113<u>.9</u> LIT 📴 CLNC DEL 121.4 Chan 86 HOUSTON CLNC DEL N34° 40.66' W92° 10.83′ 119.25 (When tower closed) GND CON L-18, H-6 SKKIP 121.4 N31°14.91' SUGAR LAND TOWER * W94°39.45′ 118.65 (CTAF) HOUSTON DEP CON 123.8 257.7 LUFKIN 112.1 LFK Chan 58 N31° 09.74′ W94° 43.02′ COLET N30° 26.96' W95°09.61′ R-295 HUMBLE R-273 <u>116.6</u> IAH :≒. KYANN Chan 113 N30° 15.53′ DAISETTA W95° 13.96′ 116.9 DAS Chan 116 Π TAKE-OFF MINIMUMS: Rwy 17, 35, standard. NOTE: Radar Required. NOTE: For aircraft destined LIT, or overflying LIT or PXV. TAKE-OFF OBSTACLES: Rwy 17, Multiple poles beginning 436' from DER, 172' right of centerline, up to 44' AGL/124' MSL. Railroad 110' from DER, 10' left of centerline, 23' AGL/104' MSL. Multiple poles beginning 135' from DER, 270' left of centerline, up to 44' AGL/111' MSL. Rwy 35, Vehicle and road 65' from DER, 2' right of centerline, 15' AGL/96' MSL. Multiple trees beginning 37' from DER, 275' right of centerline, up to 81' AGL/164' MSL. DME antenna 380' from DER, 253' right of centerline, 24' AGL/100' MSL. Multiple trees beginning 83' from DER, 65' left of centerline, up to 81' AGL/155' MSL. NOTE: Chart not to scale V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC. LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 17 DEC 2009 to 14 JAN 2010

(LFK5.LFK) 08157

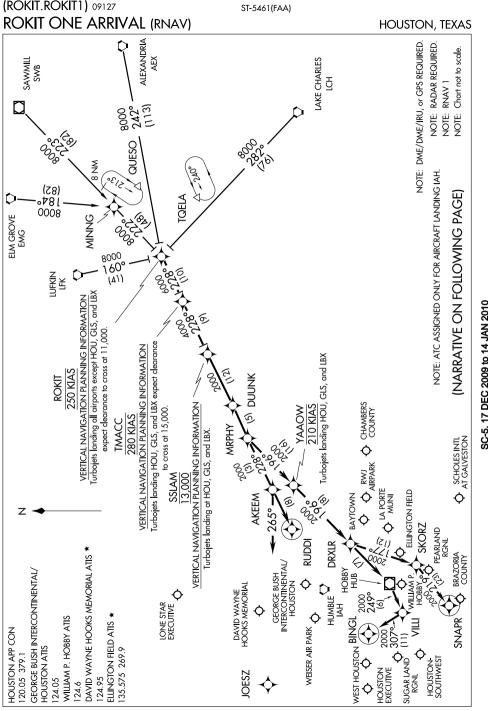




(PSX3.PSX) 081*57* HOUSTON/SUGAR LAND RGNL (SGR) PALACIOS THREE DEPARTURE SL-5537 (FAA) HOUSTON, TEXAS V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence via PSX R-043 to PSX VORTAC. FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC. SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC. TAKE-OFF OBSTACLES: Rwy 17, Multiple poles beginning 436' from DER, 172' right of centerline, up to 44' AGL/124' MSL. Railroad 110' from DER, 10' left of centerline, 23' AGL/104' MSL. SC-5, 17 DEC 2009 to 14 JAN 2010 Multiple poles beginning 135' from DER, 270' left of centerline, up to 44' AGL/111' MSL. Rwy 35, Vehicle and road 65' from DER, 2' right of centerline, 15' AGL/96' MSL. Multiple trees beginning 37' from DER, 275' right of centerline, up to 81' AGL/164' MSL. DME antenna 380' from DER, 253' right of centerline, 24' AGL/100' MSL. Multiple trees beginning 83' from DER, 65' left of centerline, up to 81' AGL/155' MSL.

HOUSTON, TEXAS AL-5537 (FAA) WAAS 7620 Rwy Idg RNAV (GPS) RWY 17 APP CRS CH 82513 TDŹE 82 170° HOUSTON/ SUGAR LAND RGNL (SGR) Apt Elev 82 W17A Baro-VNAV NA when using Houston (William P. Hobby) altimeter setting For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. MISSED APPROACH: Climb to 2000 When local altimeter setting not received, use Houston (William P. Hobby) altimeter setting direct POPAM and hold. and increase all DA/MDA 60 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D visibility 1/4 mile. **ASOS** SUGAR LAND TOWER * GND CON CLNC DEL HOUSTON CINC DEL UNICOM HOUSTON APP CON 119.25 121.4 123.8 257.7 121.4 118,125 118.65 (CTAF) 0 122.95 (When tower closed) 2000 (IAF) 2000 240° DIZGY (IAF) 080 (5)(IF) BASGE (5) **EBOKE** (FAF) CASOB SC-5, 17 DEC 2009 to 14, JAN 2010 378_A ^^{219±} 230± ۸⁶⁰⁸ ∧³²⁴ RW17 NSA RW 17 25 N4 379 2049 2049 3100 \Diamond 2049 **ELEV** 82 **POPAM** 170° to RW17 RADAR REQUIRED 4 NM TDZE 82 **EBOKE** CASOB 2000 POPAM 2000 170° 176± GS 3.00° 2000 TCH 52 RW17 8000 X 100 VGSI and RNAV glidepath not coincident. 6 NM 5.8 NM Λ⁴⁰³ CATEGORY D Α IPV DA 398-1 316 (400-1) P LNAV/ DA 696-2 614 (700-2) VNAV 640-13/ 640-11/2 LNAV MDA 640-1 558 (600-1) 558 (600-11/2) 558 (600-134) REIL Rwys 17 and 35 720-1¾ 720-2 CIRCLING 720-1 638 (700-1) HIRL Rwy 17-35 638 (700-134) 638 (700-2)

HOUSTON, TE	XAS				AL-553	37 (FAA)					
WAAS CH 56219 W35A	APP CRS 350°	Rwy Idg TDZE Apt Elev	5016 79 82	RNAV (GPS) RWY 35 HOUSTON/ SUGAR LAND RGNL (SGR)							
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Houston (William P. Hobby) altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA below -15°C (5°F). Baro-VNAV and VDP NA when using Houston (William P. Hobby) altimeter setting. MISSED APPROACH: Climb to : direct EBOTE and right turn via track to DREWZ and hold.							H: Climb to 2000 ght turn via 017°				
ASOS 118.125		N APP CON 3 257.7	AR LAND TO 3.65 (CTAI		GND CON 121.4	CLNC DEL 121.4	HOUSTON CLNC I 119.25 (When tower close	100.05			
378 A EBOTE 230 ± A A A A A A A A A A A A A A A A A A											
ELEV 82					(IF) CAPEK	∳		RADAR REG	QUIRED		
17	∠l 🖈 d	140	20	00 EBOT			HULLO	< 350°	APEK - 1800		
	8000 X 100				35 1.7 NM	* LNAV only		1800 	GS 3.00° TCH 56		
۸ ⁴⁰	\sim	TD75	C, LP	A T EGORY		A	в 330-¾	С	D		
(P) 1 IDZE 35 79 LN				AV/ DA				581 (600-2)			
REIL Rwys 17 o	and 35 n	350° to RW35	LN.	AV MDA		660-1 581		660-1½ 581 (600-1½)	660-1¾ 581 (600-1¾)		
HIRL Rwys 17-3	35 Q		C	RCLING			720-2	638 (700-2)			



ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.

ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.

LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.

LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational. SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS

must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

.... From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect

vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU): RUNWAY 4 From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR.

present heading.

present heading.

(ROKIT.ROKIT1) 09239

Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly

RUNWAY 12R From MRPHY via 196° track to YAAOW, thence as depicted to BINGL.

Expect vectors to final approach course prior to BINGL, if not received by BINGL fly

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

DRXLR. Expect vectors to final approach course prior to DRXLR.

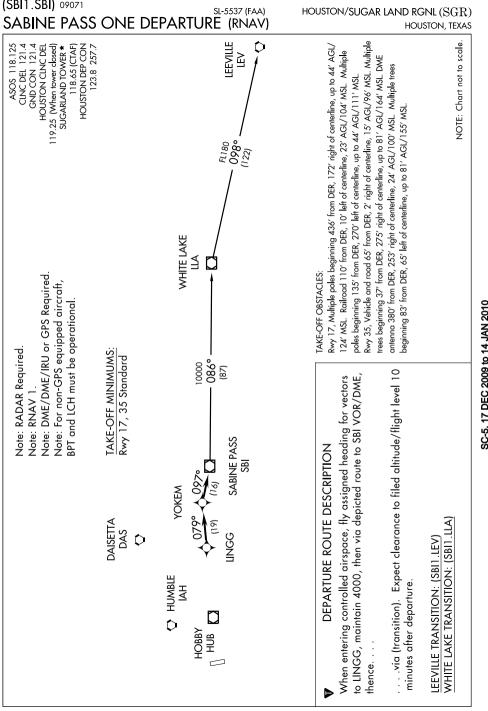
RUNWAYS 8 L/R and 9 From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

ALL OTHER RUNWAYS From MRPHY via 196° track to YAAOW, thence as depicted to

FOR OTHER SATELLITE AIRPORTS:

.... From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.



SC-5, 17 DEC 2009 to 14 JAN 2010

(NGP2.NGP) 08157 HOUSTON/ SUGAR LAND RGNL (SGR.) TRUAX TWO DEPARTURE SL-5537 (FAA) HOUSTON, TEXAS ASOS 118 125 CLNC DEL 121 4 HOUSTON CLNC DEL 119.25 (When tower closed) **HOBBY** GND CON 121.4 117.1 HUB <u>∷</u>; SUGAR LAND TOWER * Chan 118 118 65 HOUSTON DEP CON 123.8 257.7 EAGLE LAKE 116.4 ELA :-.. Chan 111 Note: For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP **YAWNS** N28°49.39' VORTAC to international destinations **SCHOLES** W95°33.96′ 113.0 VUH :::-Chan 77 TRUAX 114.0 NGP ==-. TAKE-OFF MINIMUMS: Chan 87 Rwy 17, 35, standard. N27°41.18′ - W97°17.69′ 1-20-21 TAKE-OFF OBSTACLES: Rwy 17, Multiple poles beginning 436' from DER, 172' right of centerline, up to 44' AGL/124' MSL. Railroad 110' from DER, 10' left of centerline, 23' AGL/104' MSL. Multiple poles beginning 135' from DER, 270' left of centerline, up to 44' AGL/111' MSL. Rwy 35, Vehicle and road 65' from DER, 2' right of centerline, 15' AGL/96' MSL. Multiple trees beginning 37' from DER, 275' right of centerline, up to 81' AGL/164' MSL. DME antenna 380' from DER, 253' right of centerline, 24' AGL/100' MSL. Multiple trees beginning 83' from DER, 65' left of centerline, up to 81' AGL/155' MSL. NOTE: Chart not to scale. NOTE: Radar Required.

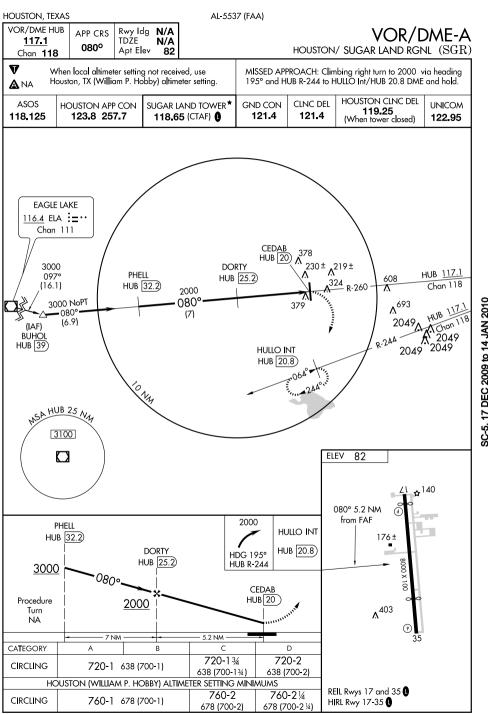
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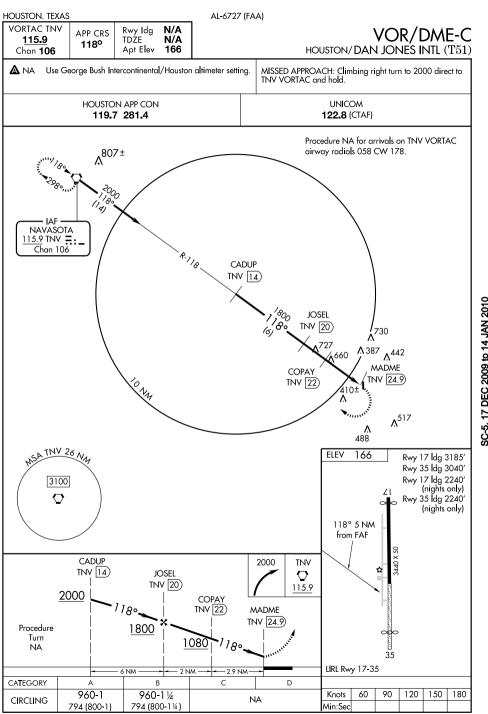
DEPARTURE ROUTE DESCRIPTION

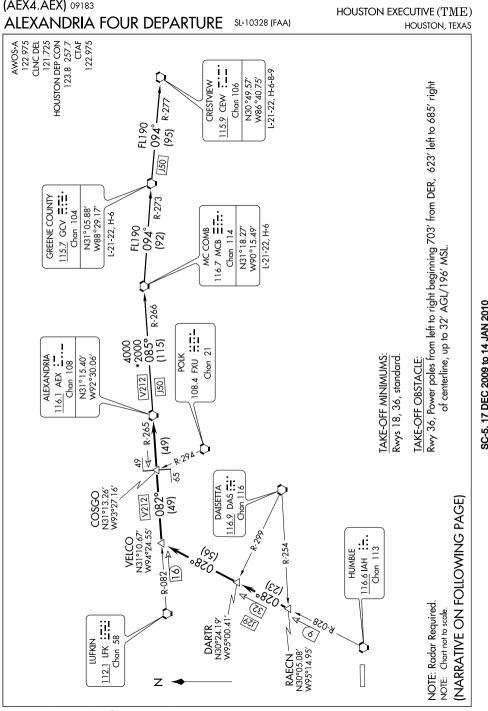
SC-5, 17 DEC 2009 to 14 JAN 2010

When entering controlled airspace, fly assigned heading for vectors to YAWNS INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence....

. via VUH R-228 and NGP R-047 to NGP VORTAC.







ALEXANDRIA FOUR DEPARTURE

SL-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading for vectors to RAECN INT,

maintain 4000', expect filed altitude 10 minutes after departure. Thence via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265

to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route

off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

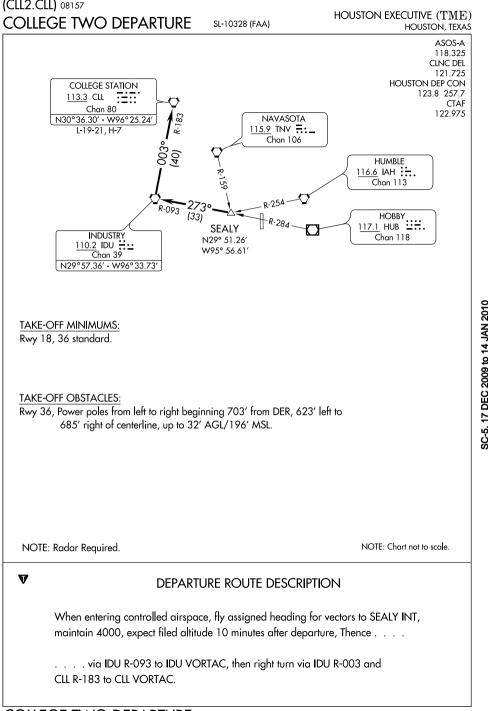
via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

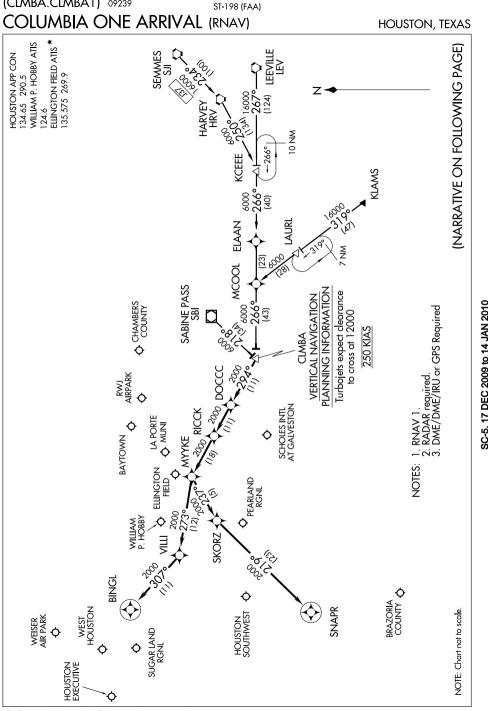
MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC

MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

SC-5, 17 DEC 2009 to 14 JAN 2010





COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and

DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF,

and VUH must be operational.)

LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)

SABINE PASS TRANSITION (SBI.CLMBA1):

SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK

WILLIAM P. HOBBY/HOUSTON (HOU):

WILLIAMT : HODDITTHOOSTON (HOO).

LANDING RUNWAY 4: From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by

SNAPR fly present heading.

<u>LANDING RUNWAY 12R:</u> From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL

fly present heading.

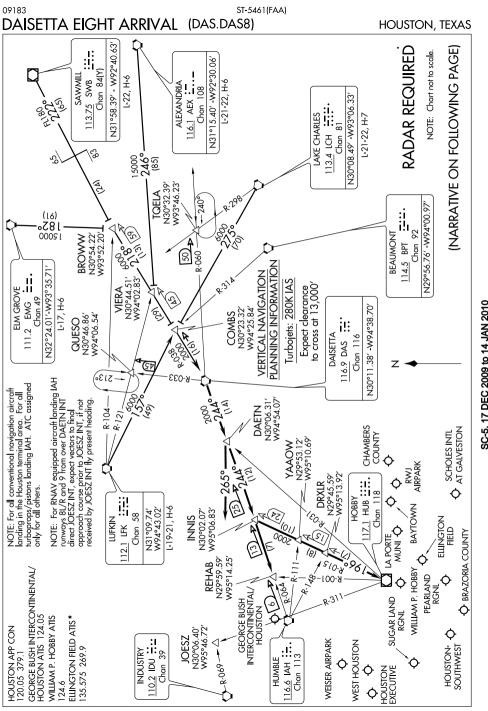
FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final

approach course prior to MYYKE. Expect vectors to final

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 17 DEC 2009 to 14 .IAN 2010

(CRIED3.CRIED) 09071 HOUSTON EXECUTIVE (TME) CRIED THREE DEPARTURE SL-10328 (FAA) HOUSTON, TEXAS CEDAR CREEK
114.8 CQY AWOS-A 122,975 Chan 95 CLNC DEL N32°11.14′ - W96°13.09′ 121.725 CTAF L-17,H-6 122.975 HOUSTON DEP CON 123.8 257.7 **CRIED** N31°21.24′ W95°39.68' LUFKIN 112.1 LFK ::::: R-279 Chan 58 85 R-241 (246.1) STELL N30°50.40′ W95°32.68′ SC-5, 17 DEC 2009 to 14 JAN 2010 LITLD N30°30.30' W95°28.01′ **NAVASOTA** 115.9 TNV ... Chan 106 R-059 HUMBLE 116.6 IAH **:∺.** Chan 113 TAKE-OFF MINIMUMS: Rwy 18, 36, standard. TAKE-OFF OBSTACLES: Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL. NOTE: Radar Required. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.



ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182

to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222

and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

.... From over DAS VORTAC via DAS R-244 to DAETN INT.

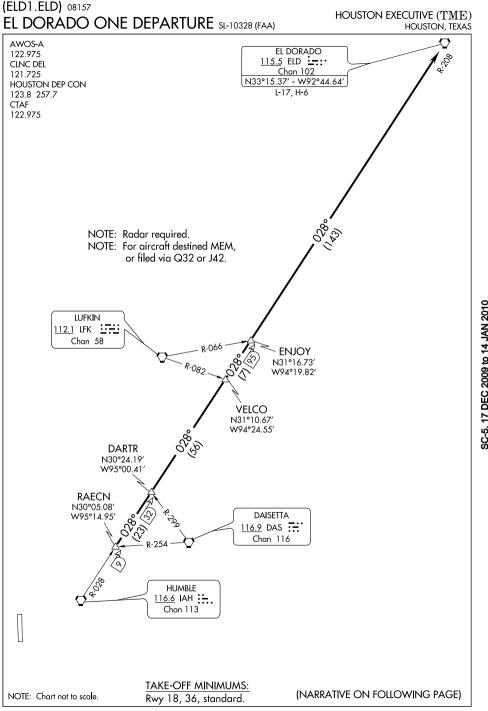
LANDING RUNWAYS 8L/R and 9:

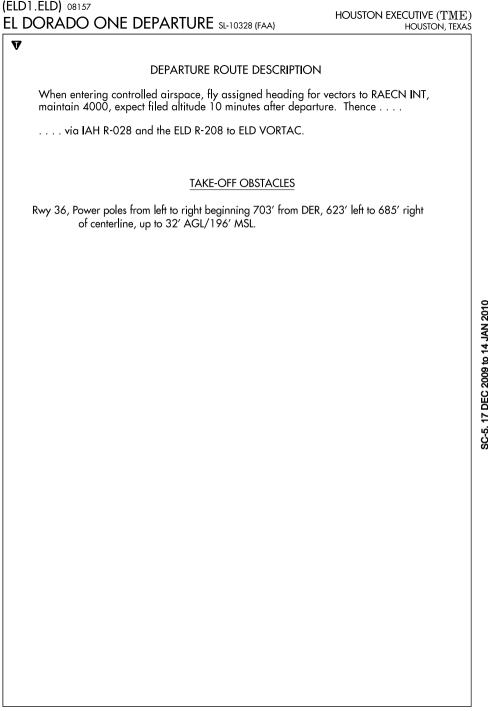
.... From DAETN INT fly heading 265° for vectors to final approach course.

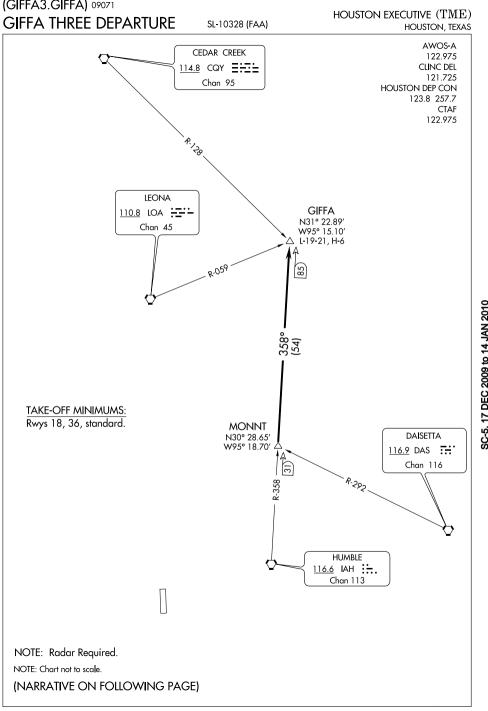
FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

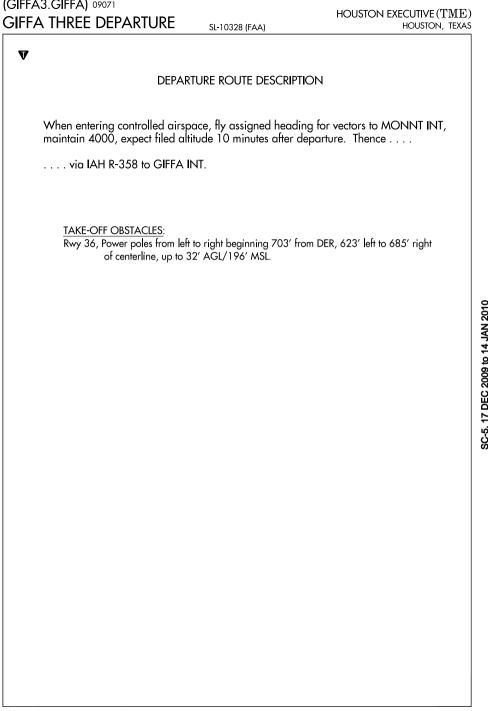
FOR ALL OTHER AIRPORTS:

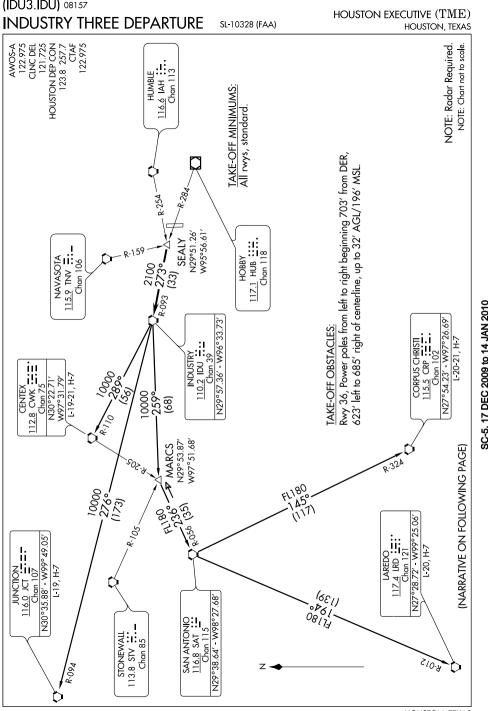
.... From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.



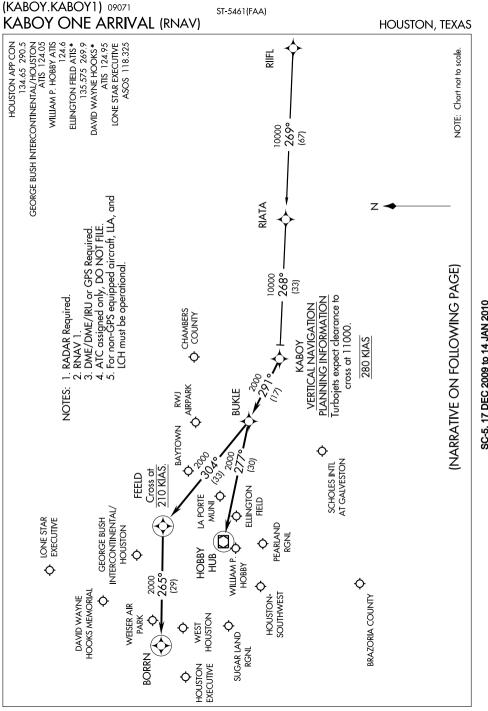




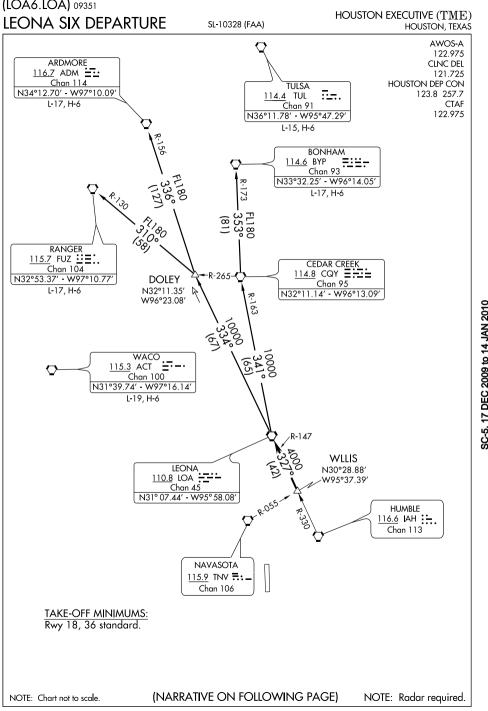




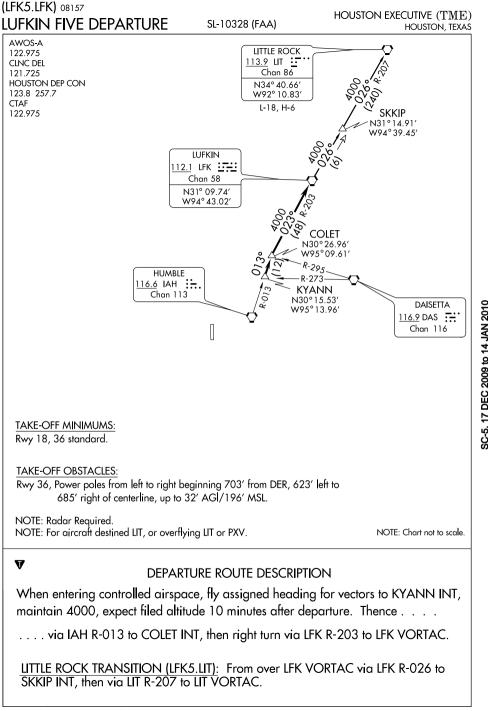
(IDU3.IDU) 081 <i>5</i> 7		HOUSTON EXECUTIVE (TME)
INDUSTRY THREE DEPARTURE	SL-10328 (FAA)	HOUSTON, TEXAS
v		
DEPARTURE	ROUTE DESCRIPTI	ON
When entering controlled airspace, fly Maintain 4000'. Expect filed altitude VIA IDU R-093 to IDU VORTAC.	assigned heading 10 minutes after de	for vectors to SEALY INT. eparture. Thence
CENTEX TRANSITION (IDU3.CWK): (A the DFW Metroplex area that are being IDU VORTAC via IDU R-289 and CWK	g rerouted due to b	ad weather.) From over
CORPUS CHRISTI TRANSITION (IDU3.0 VORTAC via IDU R-259 to MARCS INT then via SAT R-145 and CRP R-324 to	, then via SAT R-0	d only.) From over IDU 56 to SAT VORTAC,
JUNCTION TRANSITION (IDU3.JCT): (I J2, J15, or J86.) From over IDU VORT JCT VORTAC.	For aircraft overflyi AC via IDU R-276	ing JCT VORTAC via and JCT R-094 to
LAREDO TRANSITION (IDU3.LRD): (AT via IDU R-259 to MARCS INT, then via SAT R-194 and LRD R-012 to LRD VOR	SAT R-056 to SAT	VORTAC, then via

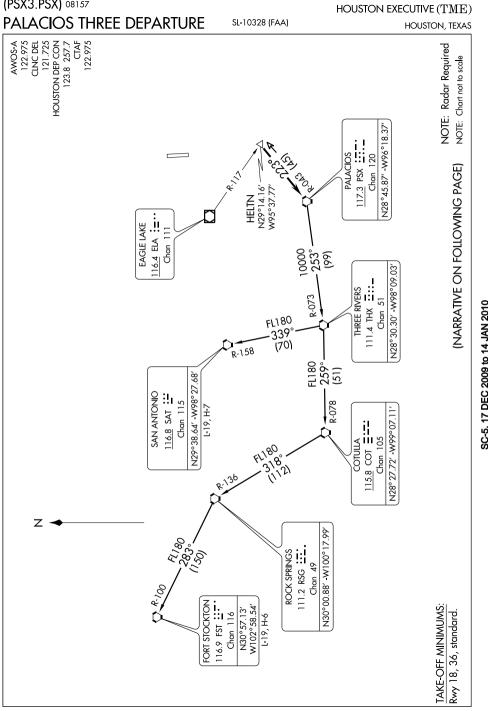


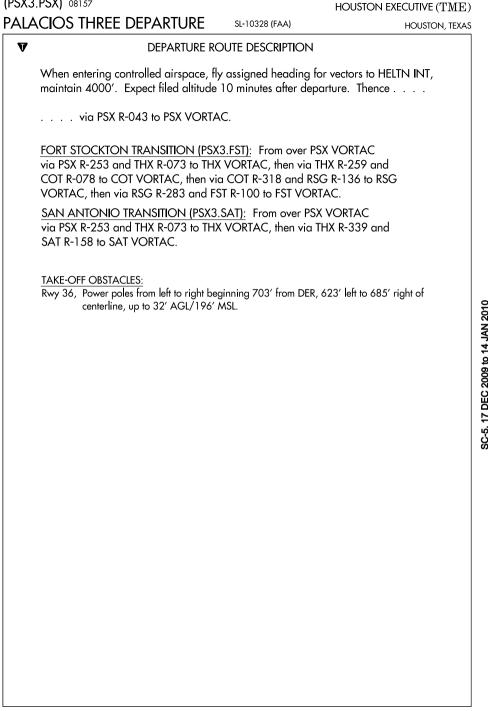
(KABOY.KABOY1) 09071	ST-5461(FAA)	
KABOY ONE ARRIVAL (RNAV)		HOUSTON, TEXAS
ARR	RIVAL DESCRIPT	ION
RIIFL TRANSITION (RIIFL.KABOY1)		
From KABOY via 291° track to BUKLE		
GEORGE BUSH INTERCONTINENTAL	/HOUSTON (IA	λΗ) <u>:</u>
LANDING RUNWAYS 8L/8R, OR 9: . depicted to BORRN. Expect vectors to received by BORRN, fly present heading	final approach	
ALL OTHER RUNWAYS: From BI approach course prior to FEELD.	UKLE via 304° 1	track to FEELD. Expect vectors to final
DAVID WAYNE HOOKS MEMORIAL (I From BUKLE via 304° track to FEE prior to FEELD.	DWH) AND LO ELD. Expect vec	NE STAR EXECUTIVE (CXO): ctors to final approach course
ALL OTHER AIRPORTS: From BUK Expect vectors to final approach course		
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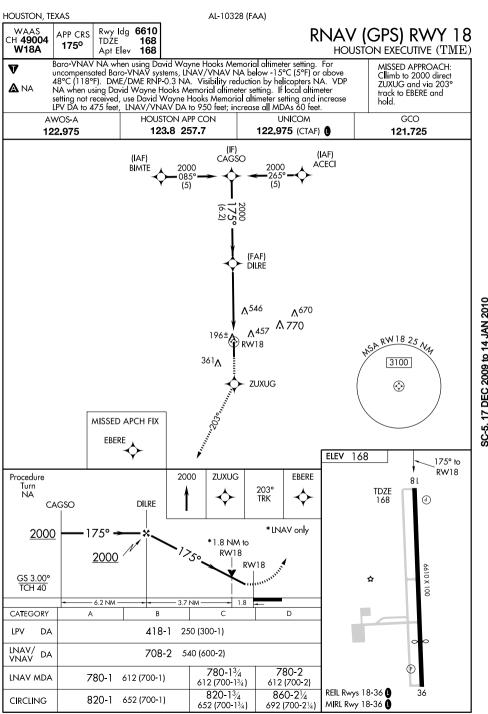


(LOA6.LOA) 081*57* HOUSTON EXECUTIVE (TME) LEONA SIX DEPARTURE SL-10328 (FAA) HOUSTON, TEXAS V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence via LOA R-147 to LOA VORTAC. ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC. BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC. RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT. then via FUZ R-130 to FUZ VORTAC TAKE-OFF OBSTACLES SC-5, 17 DEC 2009 to 14 JAN 2010 Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

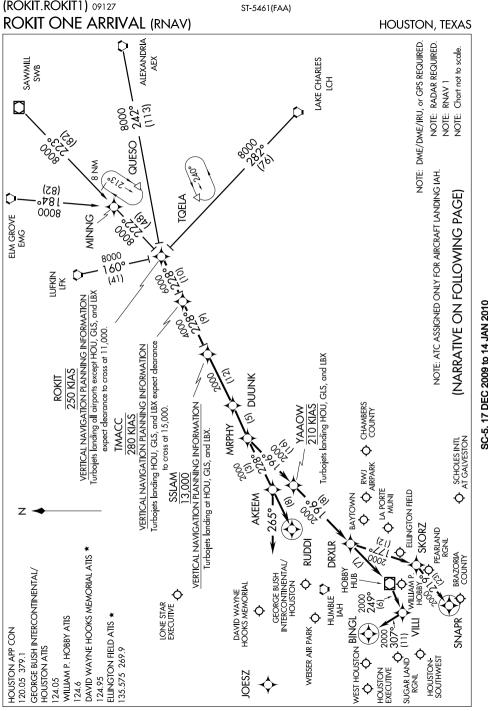








HOUSTON, TEXAS AL-10328 (FAA) RNAV (GPS) RWY 36 HOUSTON EXECUTIVE (TME) Rwy Idg 5050 WAAS APP CRS CH 97504 TDŹE 164 355° W36A Apt Elev 166 Baro-VNAV NA when using David Wayne Hooks Memorial altimeter setting For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using David Wayne Hooks Memorial altimeter MISSED APPROACH: Climb to 2000 direct AGAXE and via 328° setting. When local altimeter setting not received, use David Wayne Hooks Memorial altimeter setting and increase LPV DA to 471 feet, LNAV/VNAV DA to 719 feet; increase all MDA 60 feet. Increase LNAV/VNAV visibility ¼ mile all Cats and LNAV and circling Cat C/D ¼ mile. track to BIMTE and hold. HOUSTON APP CON UNICOM GCO 122,975 122,975 (CTAF) 0 121,725 123.8 257.7 MISSED APCH FIX BIMTE ۸⁶⁷⁰ **AGAXE ∧** 457 RW36 361**A** 204± 359±∧ SC-5, 17 DEC 2009 to 14, IAN 2010 (FAF) ZATBA 15A RW 36 25 Ny (IAF) (IAF) 2000 CAROG 2000 WAXÚG 3100 085 (5) (5) (\diamondsuit) (IF) TIDUY RADAR REQUIRED ELEV 166 8 L 2000 AGAXE **BIMTE** 328° TRK ZATBA TIDUY * LNAV only 2000 355° *1.3 NM to 6610 X 10C RW36 2000 Procedure Turn RW36 NA GS 3.00° TCH 40 4.3 NM 6 NM CATEGORY В C D Α LPV DA 414-1 250 (300-1) LNAV/ 662-13/4 498 (500-13/4) DA TDZE VNAV 164 620-11/2 620-11/4 36 LNAV MDA 620-1 456 (500-1) 456 (500-11/4) 456 (500-11/2) 355° to REIL Rwys 18-36 (860-21/4 820-13/4 **RW36** CIRCLING 820-1 654 (700-1) MIRL Rwy 18-36 (654 (700-13/4) 694 (700-21/4)



ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.

ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.

LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.

LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational. SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS

must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

.... From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect

vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU): RUNWAY 4 From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR.

present heading.

present heading.

(ROKIT.ROKIT1) 09239

Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly

RUNWAY 12R From MRPHY via 196° track to YAAOW, thence as depicted to BINGL.

Expect vectors to final approach course prior to BINGL, if not received by BINGL fly

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

DRXLR. Expect vectors to final approach course prior to DRXLR.

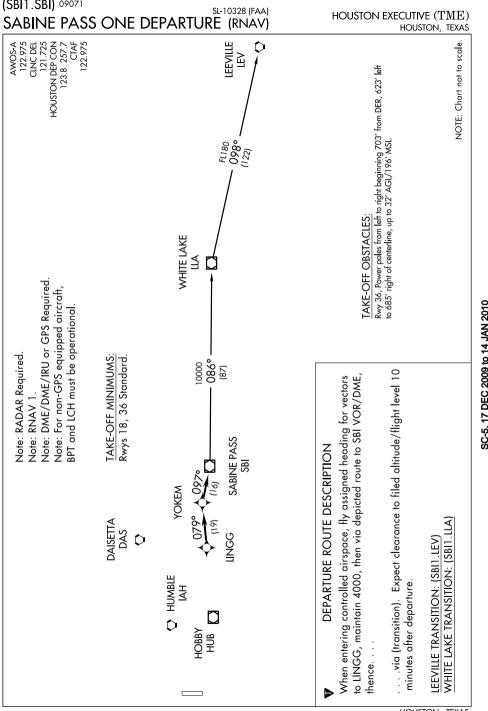
RUNWAYS 8 L/R and 9 From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

ALL OTHER RUNWAYS From MRPHY via 196° track to YAAOW, thence as depicted to

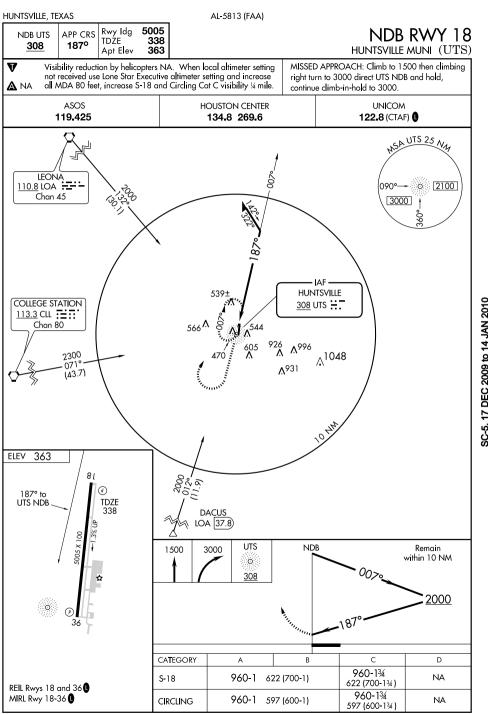
FOR OTHER SATELLITE AIRPORTS:

.... From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

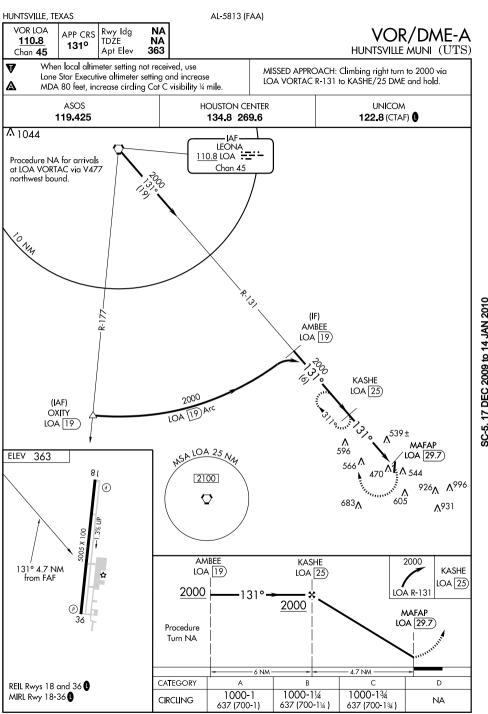


MUSYL.

SC-5, 17 DEC 2009 to 14 JAN 2010

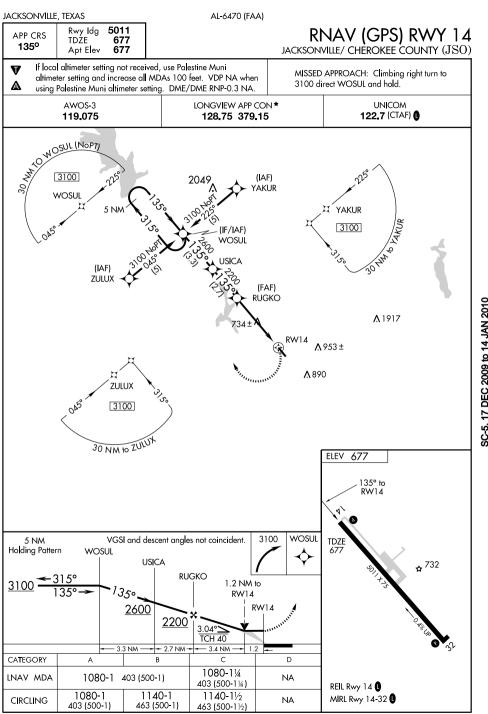


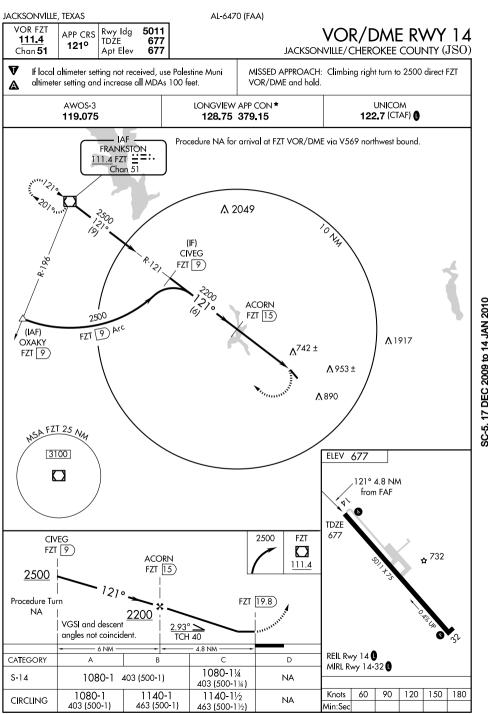
SC-5, 17 DEC 2009 to 14, IAN 2010

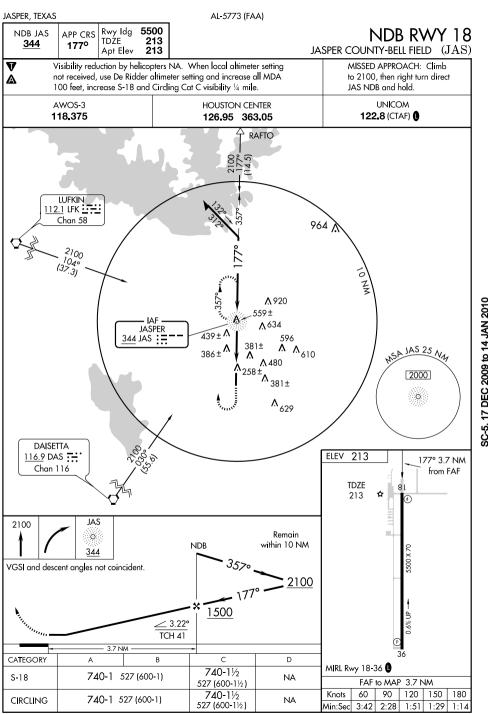


INGLESIDE, TEXAS AL-10220 (FAA) WAAS 5000 Rwy Ida RNAV (GPS) RWY 13 APP CRS Ch 78301 TDŹE 18 1339 INGLESIDE/ T P MC CAMPBELL (TFP) Apt Elev 18 W13A BARO-VNAV NA when using Mustang Beach altimeter setting. DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above MISSED APPROACH: Climb to 2000 direct 49°C (120°F). When local altimeter setting not received, use Mustang Beach altimeter setting and increase LPV DA 291 feet; LNAV/VNAV DA to 309 feet; and all MDAs 40 feet. VDP NA when using Mustang Beach altimeter setting. ISICE and hold. CORPUS APP CON UNICOM AWOS-3 123.0 0 118,775 120.9 348.725 122.7 (CTAF) Procedure NA for arrivals at COPAN via V20-70 northeast bound. HUDIX (IF/IAF) A-632D COPAN 1049 (FAF) ROYOT **PUCIL** 2 NM to RW13 SC-3, 17 DEC 2009 to 14, IAN 2010 ³¹⁵⁄⁄⁄⁄⁄⁄⁄⁄ ^456± 374 A 32± 270 ± RW13 RW13 25 NA A-632B 2100 **(** <u>∧</u>511 ELEV 18 ISICE 133° to RW13 2000 ISICE 4 NM Holding Pattern OLIRE ROYOT **PUCIL** TDZE 2 NM to 18 RW13 2100 * LNAV only *0.8 NM to RW13 RW13 GS 3.00° 1800 TCH 40 *680 6.1 NM 0.8 3.4 NM CATEGORY В LPV DA 268 - 1250 (300-1) LNAV/ 286-1 268 (300-1) DA VNAV LNAV MDA 300-1 282 (300-1) 520-11/2 580-2 **CIRCLING** 520-1 502 (600-1) MIRL Rwys 13-31 502 (600-11/2) 562 (600-2)

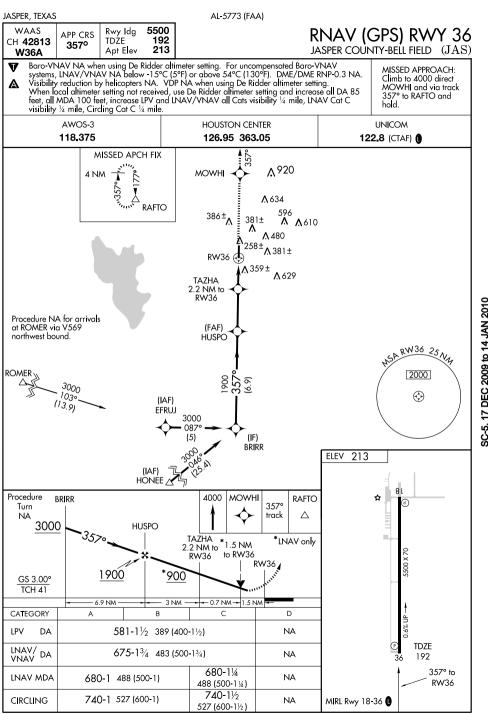
INGLESIDE, TEXAS AL-10220 (FAA) WAAS 5000 Rwy Idg RNAV (GPS) RWY 31 APP CRS Ch 82601 TDŹE 18 3139 INGLESIDE/ T P MC CAMPBELL (TFP) Apt Elev 18 W31A BARO-VNAV NA when using Mustang Beach altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). MISSED APPROACH: Climb to 2100 direct When local altimeter setting not received, use Mustang Beach altimeter setting and increase LPV DA to 291 feet; LNAV/VNAV DA to 533 feet; and all MDAs 40 feet; OLIRE and hold. increase LNAV Cat C visibility 1/4 mile. VDP NA when using Mustang Beach altimeter setting. DME/DME RNP-0.3 NA. AWOS-3 CORPUS APP CON UNICOM 123.0 118,775 120.9 348.725 122.7 (CTAF) A-632D COPAN 1049 ۸³⁰⁵ SC-3 17 DEC 2009 to 14 JAN 2010 RW31 **∆**214± A-632B RW31 25 NA (FAF) NEĞIC 2100 \bigcirc (IF/IAF) ISICE ELEV 18 2100 OLIRE 4 NM ISICE Holding Pattern **NEGIC** 133°-2000 *LNAV only * 1.3 NM GS 3.00° to RW31 TCH 40 RW31 1500 VGSI and descent angles not coincident. 1.3 NM 3.1 NM 6.1 NM **TDZE** CATEGORY D 18 (9 LPV DA 268-1 250 (300-1) LNAV/ 510-13/4 492 (500-13/4) 313° to DA VNAV **RW31** 480-11/2 480-11/4 480-1 LNAV MDA 462 (500-1) 462 (500-11/4) 462 (500-11/2) 520-11/2 580-2 520-1 502 (600-1) CIRCLING MIRL Rwys 13-31 0 502 (600-11/2) 562 (600-2)

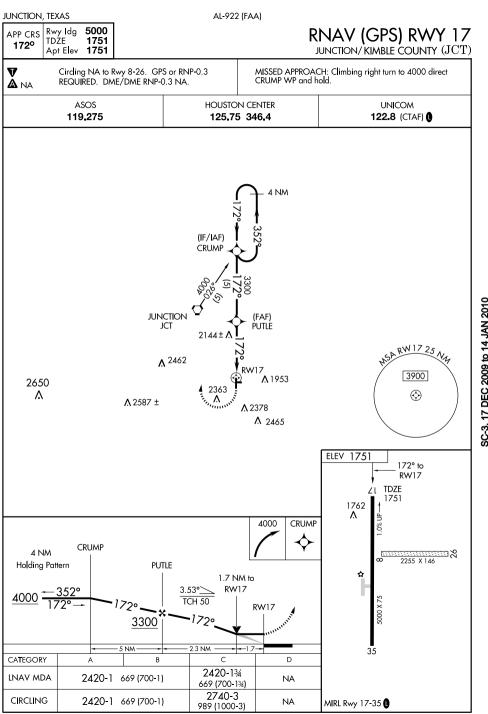


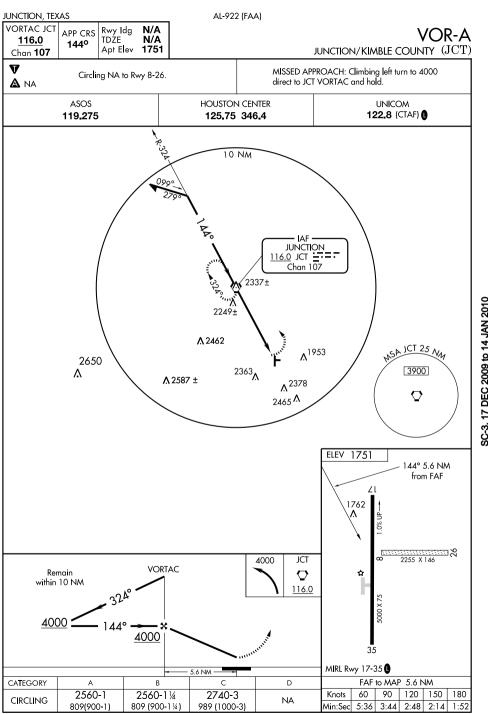


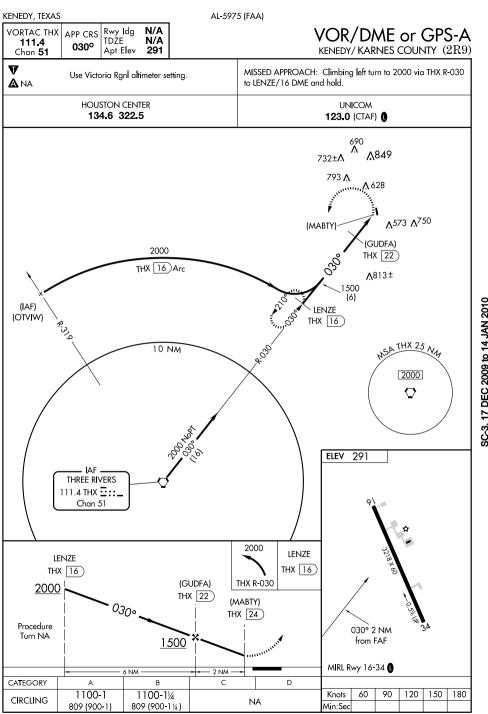


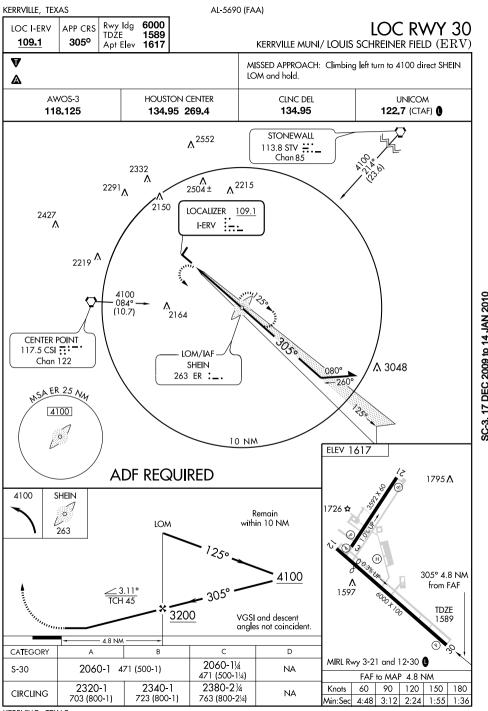
JASPER, TEXAS AL-5773 (FAA) WAAS Rwy Idg 5500 RNAV (GPS) RWY 18 APP CRS CH 87013 TDŹE 213 177° JASPER COUNTY-BELL FIELD W18A Apt Elev 213 Baro-VNAV NA when using De Ridder altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using De Ridder altimeter setting. MISSED APPROACH: Climb to 3000 direct When local allimeter setting not received, use De Ridder allimeter setting and increase all DA 85 feet, all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile, Circling Cat C ¼ mile. BRIRR and hold. HOUSTON CENTER UNICOM 118.375 126.95 122.8 (CTAF) ((IAF) RAFTO LUFKIN LFK (IAF) 2000 0950 UJNOD 2000 (30.7) HARBA Λ⁹⁶⁴ 087 Procedure NA for arrival at LFK VORTAC via airway radials 082 CW 141. SC-5, 17 DEC 2009 to 14, IAN 2010 (FAF) Λ 920 MOWH NSA RW 18 25 Ny Λ634 **SALUQ** 429± 2.3 NM to -596 RW18 381± A A 610 2000 \$0°0° 386± **∧** 480 \bigcirc 258± MISSED APCH FIX ^{354±}∧381± **RW18** BRIRR ۸₆₂₉ ELEV 213 ROMER 4 NM 177° to **RW18** 3000 BRIRR Procedure HARBA TDZE Turn 213 MOWHI NA 81 ☆ **SALUQ** 2000 * LNAV only 2.3 NM to **RW18** *1,4 NM to RW18 **RW18** 1900 GS 3.00° 980* TCH 41 1.4 NM 0.9 2.8 NM 6.1 NM В C CATEGORY D LPV DA 567-11/4 354 (400-11/4) NA LNAV/ NA DA 730-13/4 517 (600-13/4) VNAV 700-11/4 700-1 487 (500-1) LNAV MDA NA 487 (500-11/4) 740-11/2 CIRCLING **740-1** 527 (600-1) NA MIRL Rwy 18-36 527 (600-11/2)

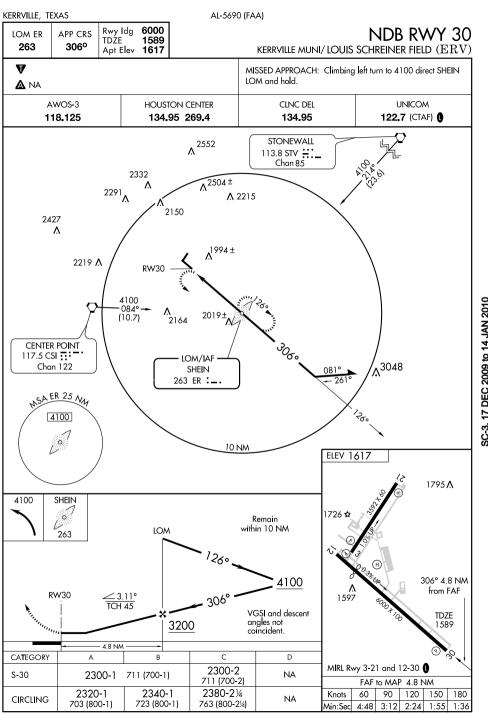


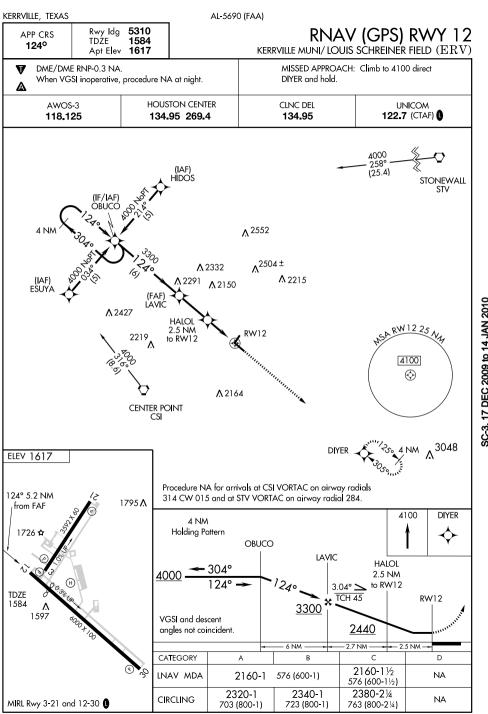




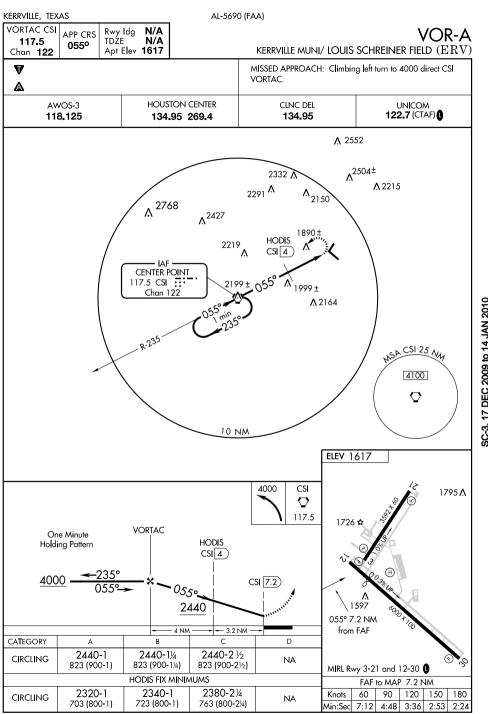








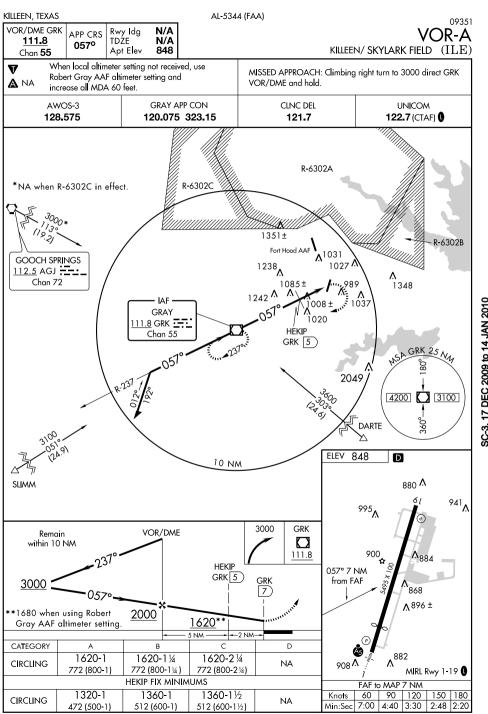
KERRVILLE, TEXA	S			AL-5690) (FAA)					
WAAS Ch 77527 W30A	APP CRS 305°	Rwy Idg TDZE Apt Elev	6000 1589 1617		KER	RVILLE	RNA MUNI/LC	4V (DUIS SC	GPS) CHREINER	RWY 30 FIELD (ERV)
DME/DME RNP-0.3 NA. When VGSI inoperative, procedure NA at night.				MISSED APPROACH: Climb to 4000 direct OBUCO and hold.						
AW(118 ,		1	STON CEN 95 269.				DEL 1.95			ICOM (CTAF) (
Procedure NA f 105 CW 138 a	or arrivals at CS nd at STV VORT								STONE ST\	
304° W.	→ OBUCO	2332	Λ ²	552						0,470
		Λ Λ 2291 213		Λ 4± Λ ₂	2215				ı	/
Λ2	2427	THE STREET								
	2219 Λ	Annanananananananananananananananananan	nana Can	879 ±						
С	ENTER POINT CSI		RW30					(IA FIM	F)	
4100 ©		4100 1180 14.89	∆ ²¹⁶⁴ 19	999± Λ (F	AF) TRE	3000 A 55 6	(IF/IAF) DIYER		^3048 4 NM	
ELEV 1617					- ♦	(IAF) JAMPI				
726 \$	/≥ 179	25 Λ	4000	ОВИСО		RIT	RE	DIYI	н 124	41001
0 & S 0 & S 0 0 ⊕			RW30		_	;	33	00 00	← 304 VGSI and	GS 3.00° TCH 45 RNAV glidepath not coincident.
A 3% Up	J			_	2 NM	-	- 6 NA	1	6 1	
1597 _{oq}		m FAF	ategory V DA		A 1	⊥ 860-1	271 (300) D-1)	С	D NA
	10	/ VI	IAV/ DA				١	VA.		
	TDZE 1589	IV.	IAV MDA	2	2140-1	551 (600-1)		40-1½ 600-1½)	NA
MIRL Rwy 3-21		CI	RCLING		20-1 800-1)		340-1 3 (800-1)	238	30-2¼ 800-2¼)	NA



(LAMPS4.AGJ) 09351 SL-5344 (FAA) KILLEEN/ SKYLARK FIELD (ILE) LAMPS FOUR DEPARTURE KILLEEN, TEXAS CLNC DEL NOTE: RADAR Required. 121.7 NOTE: MRA at TENAT Int 4000 for Non-DMF aircraft. GRAY DEP CON 120.075 323.15 AWOS-3 128 575 **GLEN ROSE** N32° 09.58′ W97° 52.66' L-17, H-6 SONET N31° 42.75′ W97° 36.29' 2700 0910 R-271 (17) WACO TENAT 115.3 ACT :---N31° 23.43′ Chan 100 W98° 05.21 30% N31° 39.74′ W97° 16.14' L-19, H-6 $\langle \gamma \rangle$ R-6302D 350 3000 13) R-6302C GOOCH SPRINGS 112.5 AGJ :---R-6302A N31° 11.13′ W98° 08.51' R-098 R-6302B 330° 300° STONEWALL 113.8 STV ∷_ TAKE-OFF MINIMUMS: Chan 85 N30° 12.41′ Rwy 1, 19 Standard. W98° 42.35' L-19, H-7 TAKE-OFF OBSTACLES: Rwy 1: Multiple poles beginning 317' from DER, 384' left of centerline, up to 27' AGL/868' MSL. Tree, 973' from DER, 100' left of centerline, 28' AGL/876' MSL. Building, 486' from DER, 9' right of centerline, 13' AGL/854' MSL. Antenna, 351' from DER, 277' right of centerline, 11' AGL/852' MSL. Rwy 19: Pole, 288' from DER, 588' right of centerline, 32' AGL/880' MSL. Building, 102' from DER, 411' right of centerline, 8' AGL/856' MSL. Vehicle on road, 232' from DER, 499' right of centerline, 15' AGL/867' MSL. Pole, 256' from DER, 497' left of centerline, 32' AGL/873' MSL. Building, 276' from DER, 342' left of centerline, 11' AGL/859' MSL. Building, 298' from DER, 83' left of centerline, 9' AGL/857' MSL. (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

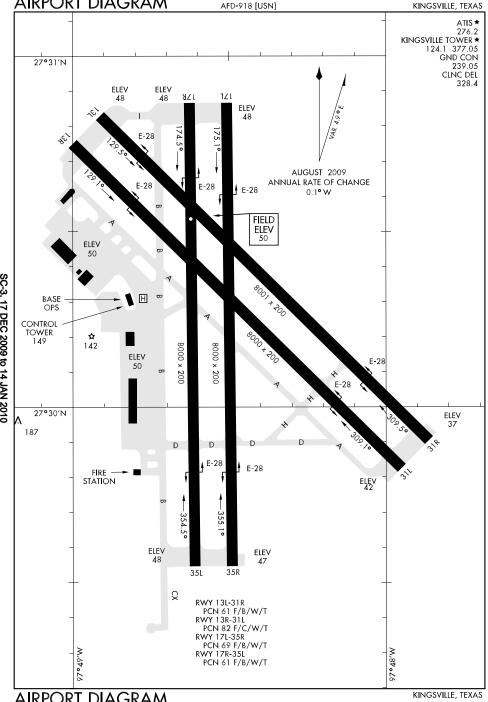
SC-3, 17 DEC 2009 to 14 JAN 2010

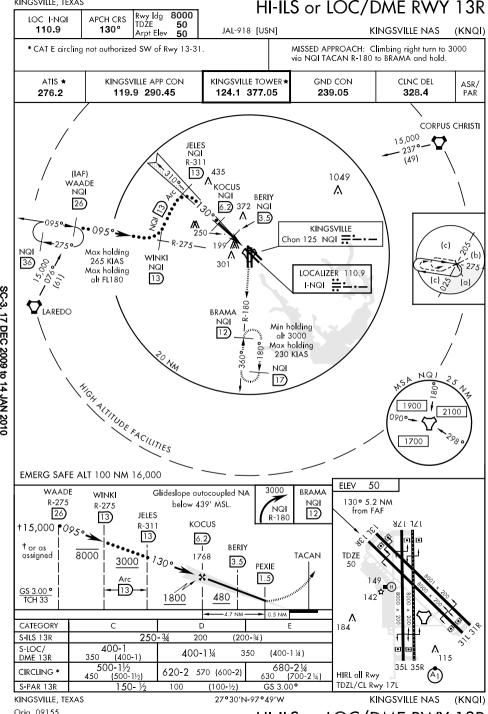
(LAMPS4.AGJ) 09351 SL-5344 (FAA) KILLEEN/SKYLARK FIELD (ILE) LAMPS FOUR DEPARTURE KILLEEN, TEXAS V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RWY 1: Climbing right turn heading 300° (to assigned altitude), to intercept and proceed via AGJ R-098. Thence TAKE-OFF RWY 19: Climbing right turn heading 330° (to assigned altitude), to intercept and proceed via AGJ R-098. Thence via (transition) or (assigned route). GLEN ROSE TRANSITION (LAMPS4.JEN): (For aircraft inbound to Dallas/Fort Worth terminal area airports.) From over AGJ VORTAC via AGJ R-008 and JEN R-187 to JEN VORTAC. STONEWALL TRANSITION (LAMPS4.STV): From over AGJ VORTAC via AGJ R-202 and STV R-018 to STV VORTAC. WACO TRANSITION (LAMPS4.ACT): (For aircraft inbound to terminal area airports.) From over AGJ VORTAC via AGJ R-036 to SONET INT, then via ACT R-271 to ACT VORTAC. SC-3, 17 DEC 2009 to 14 JAN 2010 KILLEEN, TEXAS AL-5344 (FAA) 09351 4651 Rwy Ida RNAV (GPS) RWY 1 APP CRS TDŹE 844 0120 KILLEEN/ŠKYLARK FIELD (TLE) Apt Elev 848 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. V When local altimeter setting not received, use Robert Gray AAF altimeter MALSR A setting and increase all MDA 60 feet. For inoperative MALSR, increase MISSED APPROACH: Climbing right LNAV Cat A and B visibility to 1 mile. For inoperative MALSR when using turn to 3100 direct IZSUN and hold. Robert Gray AAF altimeter setting, increase LNAV Cat A and B visibility to 1 mile. VDP NA when using Robert Gray AAF altimeter setting. AWOS-3 GRAY APP CON CLNC DEL UNICOM 128,575 120.075 323.15 121,7 122,7 (CTAF) 0 R-6302C R-6302A 1351± R-6302B Fort Hood AAF Procedure NA for arrival at AGJ 1238_^ VORTAC via V163 northbound. 1085± GOOCH SPRINGS AGJ 1008± :1037 1020 A SC-3, 17 DEC 2009 to 14, IAN 2010 1099± (FAF) JOTCO ^ 2049 SARW01 25 Ny 4100 $\langle \! \rangle$ 3100 NOPT (IF/IAF) (IAF) IZSUN EHWÁM ELEV 848 D 880 A ⁹⁴¹∧ DARTE 61 ⁹⁹⁵∧ 3100 ZSUN 4 NM Holding Pattern **IZSUN** 900 ۸₈₈₄ IOTCO 868 3100 1.1 NM to RW01 ∧896± RW01 TDZE VGSI and descent 2100 844 3.03° angles not coincident. TCH 45 ۸⁸⁸² 6.3 NM -2.7 NM · 1.1 NM CATEGORY Α 908 ↑ 1260-3/4 416 (500-3/4) LNAV MDA NA 012° to RW01 1320-1 1360-1 1360-11/2 CIRCLING NA MIRL Rwy 1-19 0 472 (500-1) 512 (600-1) 512 (600-11/2)

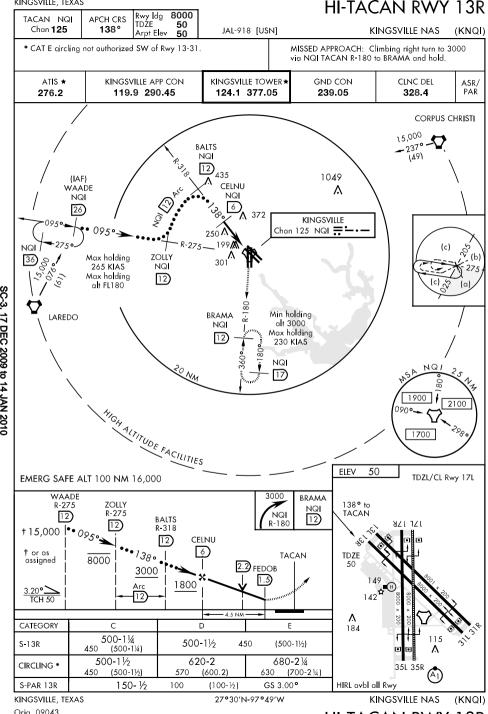


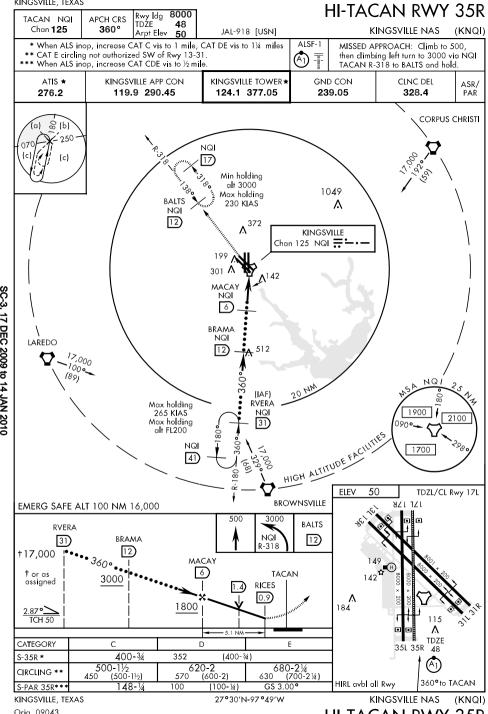
KINGSVILLE, TEXAS AL-5740 (FAA) 6000 Rwy Idg GPS RWY 13 APP CRS TDŹE 131 134° Apt Elev KINGSVILLE/KLEBERG COUNTY (IKG) 131 Use Navy Kingsville altimeter setting, when not received MISSED APPROACH: Climb to 1800 then climbing right turn A NA use Corpus Christi altimeter setting. to 2000 direct IHPOP and hold. AWOS-3 KINGSVILLE APP CON ★ UNICOM 119.075 119.9 290.45 122.7 (CTAF) (839 CORPUS CHRISTI CRP 2000 244° (39.8) (IAF) **IHPOP** ۸⁶⁸⁹ (FAF) JOYRY SC-3, 17 DEC 2009 to 14, IAN 2010 271± **RW13** ⁴⁶⁵∧ NSA RW13 25 My 2100 **(ELEV** 131 134° to 2000 **IHPOP** 1800 One Minute RW13 **IHPOP** Holding Pattern **JOYRY** TDZE RW13 1400 VGSI and descent angles 2.88° not coincident. TCH 45 5 NM -4 NM CATEGORY C 540-11/4 409 (500-11/4) S-13 540-1 409 (500-1) ✿ 600-11/2 700-2 CIRCLING 449 (500-1) 469 (500-1) 469 (500-11/2) 569 (600-2) CORPUS CHRISTI ALTIMETER SETTING MINIMUMS 600-11/4 600-11/2 S-13 600-1 469 (500-1) 469 (500-11/4) 469 (500-11/2) REIL Rwys 13 and 31 660-11/2 640-1 660-1 700-2 CIRCLING MIRL Rwy 13-31 509 (600-1) 529 (600-1) 529 (600-11/2) 569 (600-2)

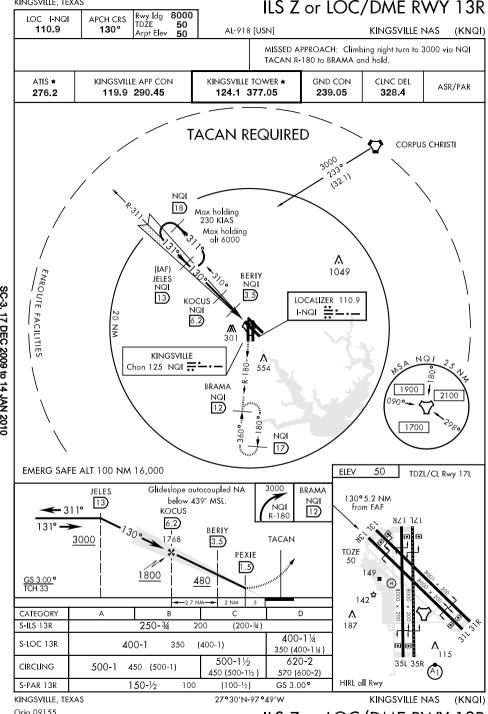
KINGSVILLE, TEXAS AL-5740 (FAA) Rwy Ida 6000 NDB RWY 13 NDB TKB APP CRS TDŹE 131 132° 347 KINGSVILLE/KLEBERG COUNTY (IKG) Apt Elev 131 Use Navy Kingsville altimeter setting, when not received MISSED APPROACH: Climb to 1800 then right turn direct $oldsymbol{\Delta}$ na use Corpus Christi altimeter setting. TKB NDB and hold. AWOS-3 KINGSVILLE APP CON * UNICOM 119.075 119.9 290.45 122.7 (CTAF) 0 ۸ 839 CORPUS CHRISTI 115.5 CRP **:= :** : Chan 102 0879 ۸⁶⁸⁹ IAF -SC-3 17 DEC 2009 to 14 JAN 2010 KLEBERG COUNTY 347 TKB **Ξ:**-NSA TKB 25 NA ⁴⁶⁵∧ 2100 O 1800 ELEV 131 132° 3.9 NM TKB 1800 Remain from FAF NDB within 10 NM О 347 2.93°<u></u>
TCH 45 1800 **TDZE** 1320 131 VGSI and descent angles 1400 not coincident. 3.9 NM -CATEGORY Α 600-11/4 600-11/2 S-13 600-1 469 (500-1) 469 (500-11/4) ☆ 469 (500-11/2) 700-2 600-11/2 **CIRCLING** 600-1 469 (500-1) 469 (500-11/2) 569 (600-2) REIL Rwys 13 and 31 CORPUS CHRISTI ALTIMETER SETTING MINIMUMS MIRL Rwy 13-31 660-134 660-11/2 660-1 S-13 529 (600-1) FAF to MAP 3.9 NM 529 (600-11/2) 529 (600-134) 90 120 660-11/2 700-2 Knots 60 150 180 CIRCLING 660-1 529 (600-1) 529 (600-11/2) 569 (600-2) Min:Sec 3:54 2:36 1:57 1:34 1:18

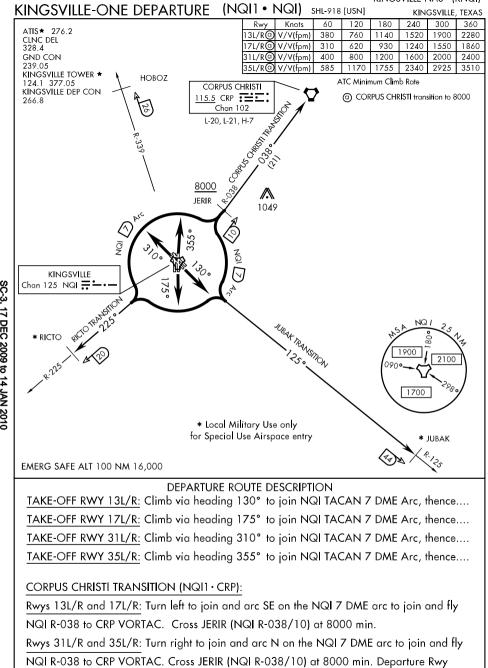












(Continued on next page) KINGSVILLE, TEXAS KINICCVILLE ONE DEDVOTIDE

35L/R military use only.

KINGSVILLE-ONE DEPARTURE

(NQI1 • NQI) SHL-918 [USN]

DEPARTURE ROUTE DESCRIPTION

KINGSVILLE, TEXAS

(Continued)

RICTO TRANSITION (NQI1 · RICTO): *

Rwys 13L/R and 17L/R: Turn right to join and arc S on the NQI 7 DME arc to join and fly NQI R-225 to RICTO.

Rwys 31L/R and 35L/R: Turn left to join and arc W on the NQI 7 DME arc to join and fly NQI R-225 to RICTO.

JUBAK TRANSITION (NQI1 · JUBAK): *

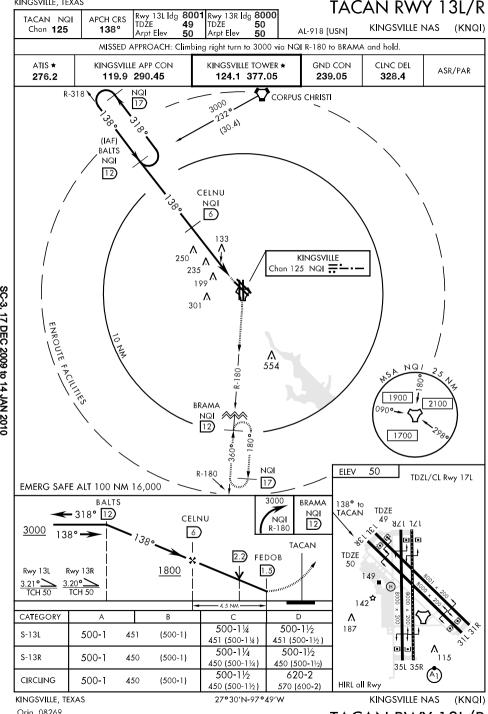
Rwys 13L/R and 17L/R: Turn left to join and arc SE on the NQI 7 DME arc to join and fly NQI R-125 to JUBAK. Rwys 31L/R and 35L/R: Turn right to join and arc NE on the NQI 7 DME arc to join and

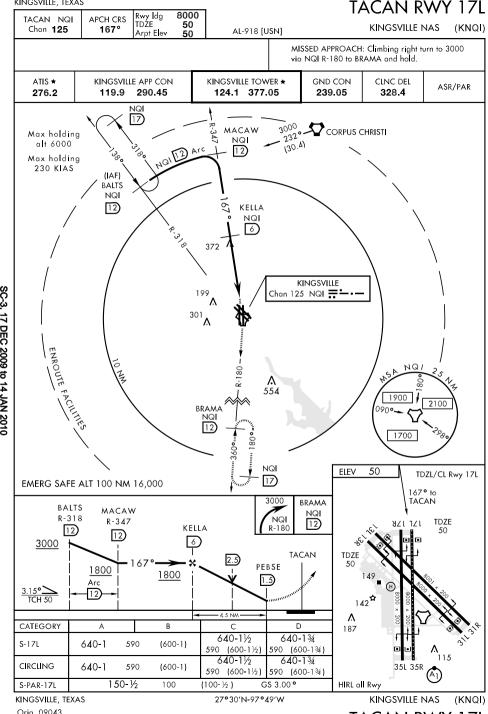
fly NQI R-125 to JUBAK.

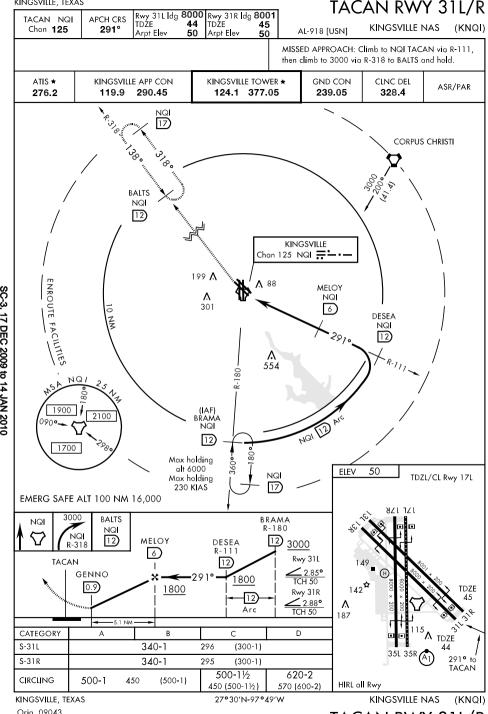
* RICTO and JUBAK transitions are for local use for Special Use Airspace entry only.

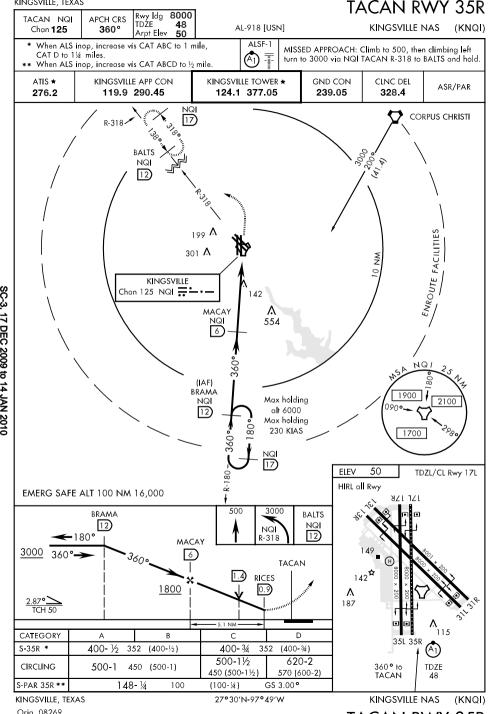
LOST COMMUNICATIONS: If no transmissions are received one minute after departure, climb to assigned altitude, proceed direct assigned navaid or intercept NQI TACAN 7 DME

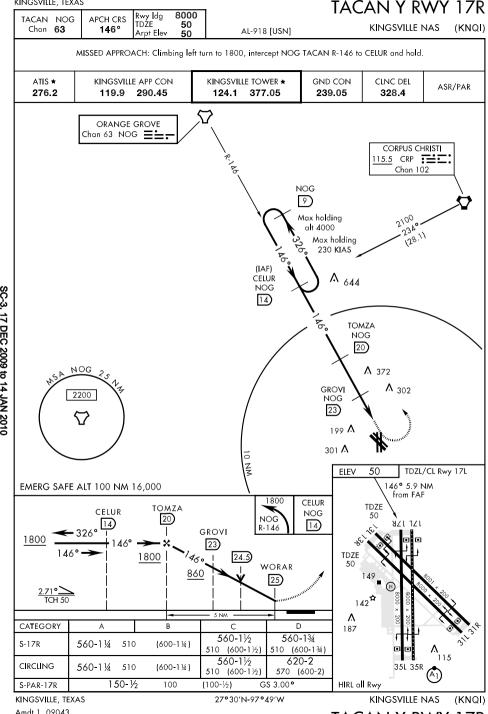
arc, arc to respective departure radial then via departure radial to assigned departure fix. Then via assigned transition or route. Once established on departure radial climb to filed altitude.

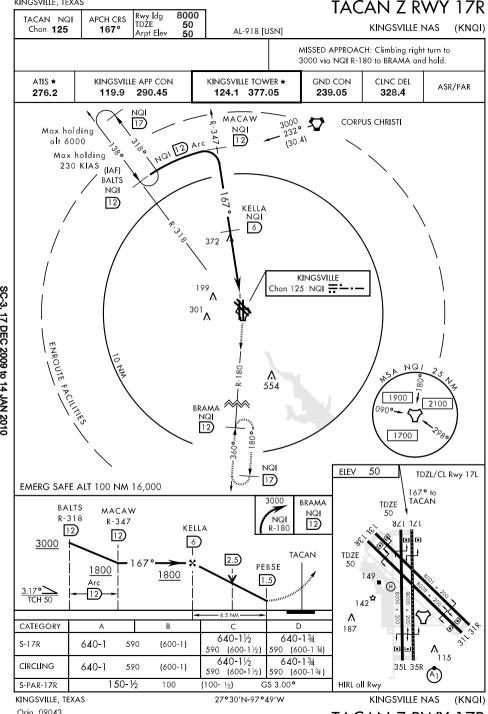


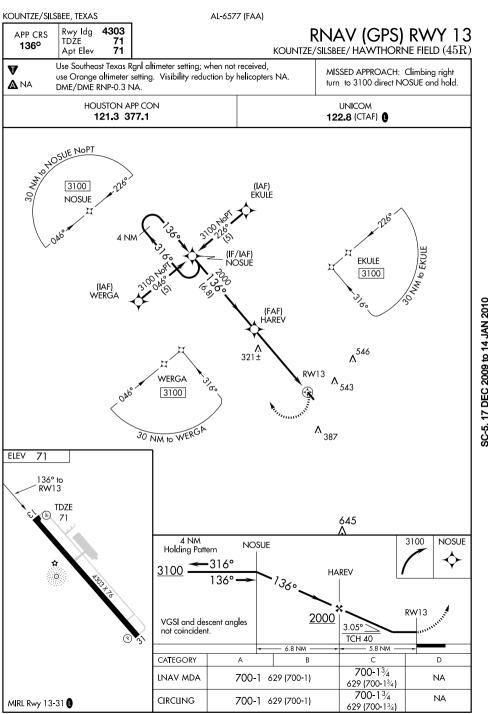


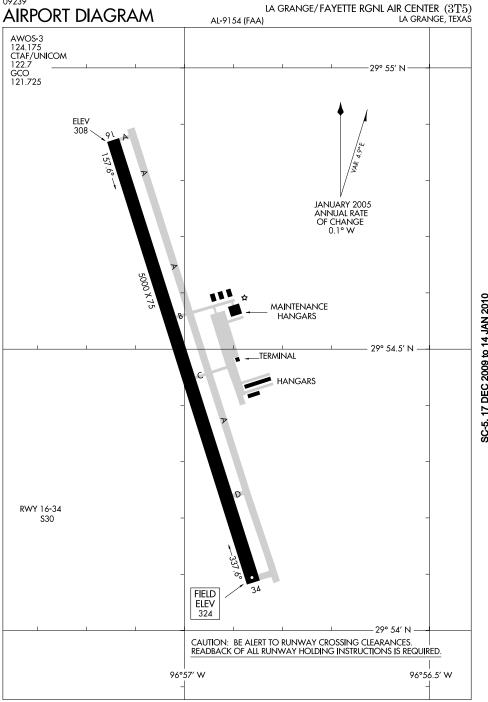


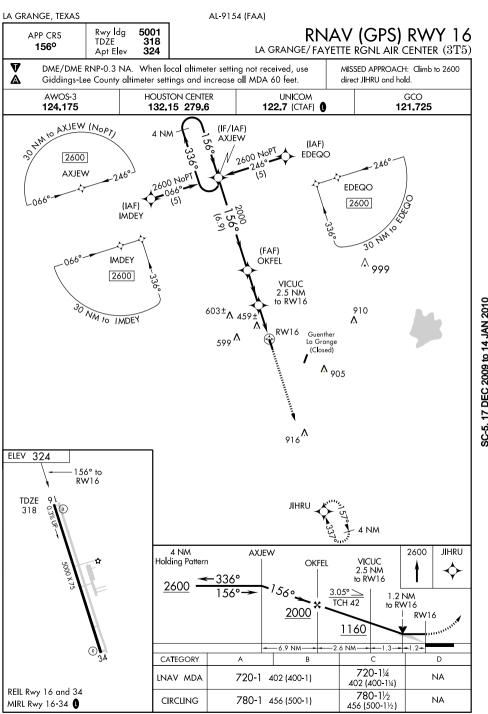


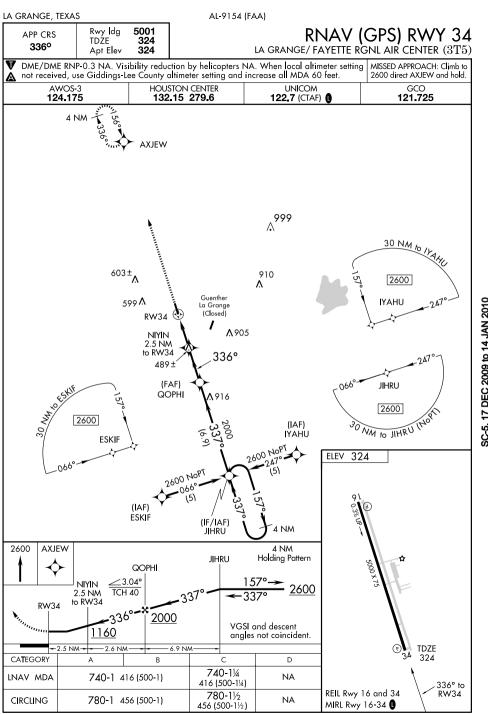


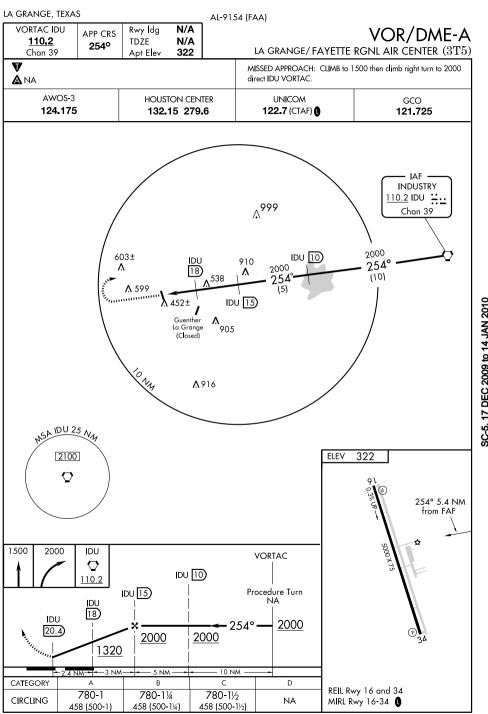


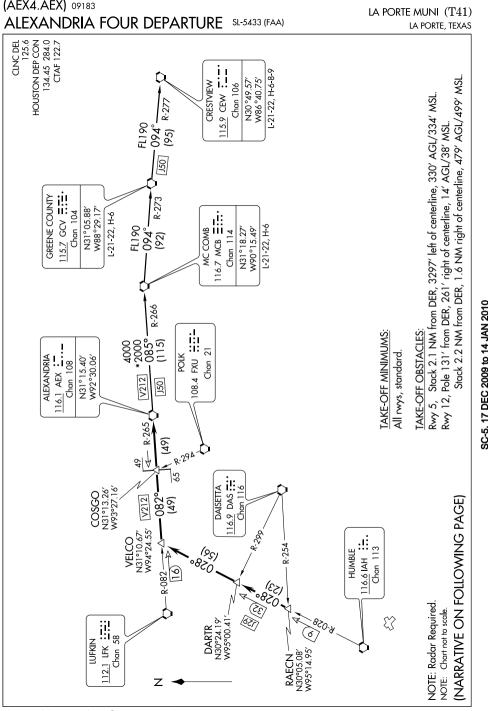












(AEX4.AEX) 09071 LA PORTE MUNI (T41)ALEXANDRIA FOUR DEPARTURE

SI-5433 (FAA) LA PORTE, TEXAS

V

DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading for vectors to RAECN INT,

maintain 4000', expect filed altitude 10 minutes after departure. Thence via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to

AFX VORTAC

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via

then via GCV R-094 and CFW R-277 to CFW VORTAC

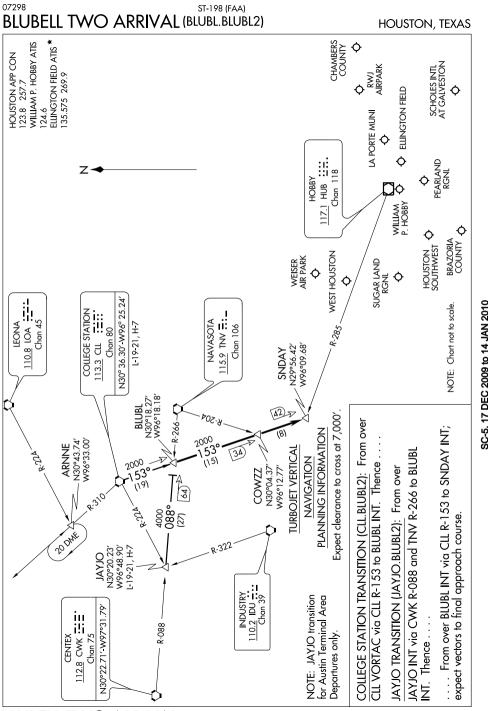
GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to

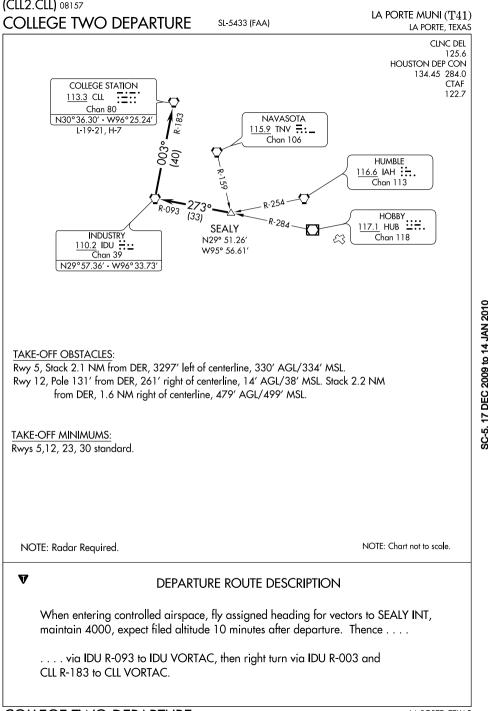
AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC,

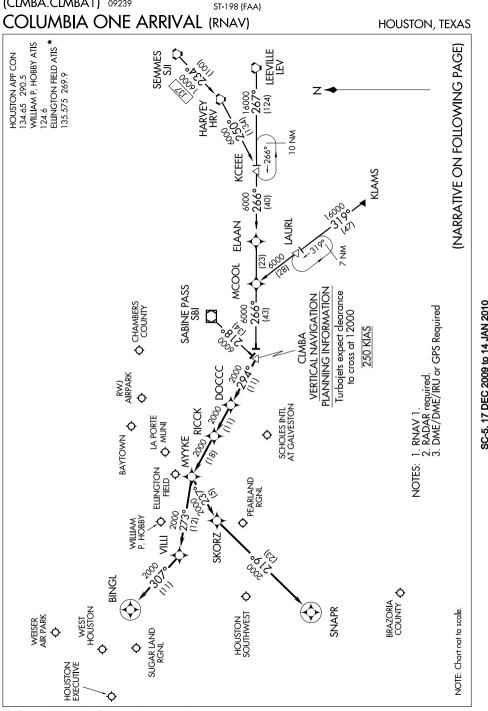
GCV VORTAC MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off

MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC

SC-5, 17 DEC 2009 to 14 JAN 2010







COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and

DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF,

and VUH must be operational.)

LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)

SABINE PASS TRANSITION (SBI.CLMBA1):

SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING DUNINAVA 4. Francisco V. 2049 Land

<u>LANDING RUNWAY 4:</u> From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

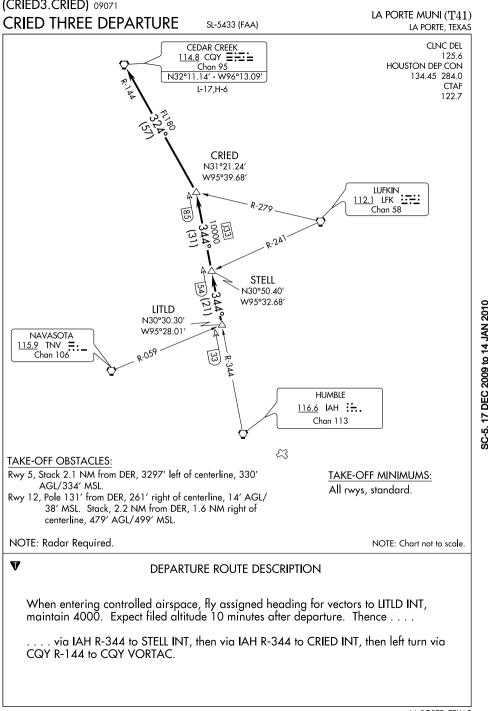
LANDING RUNWAY 12R: From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL

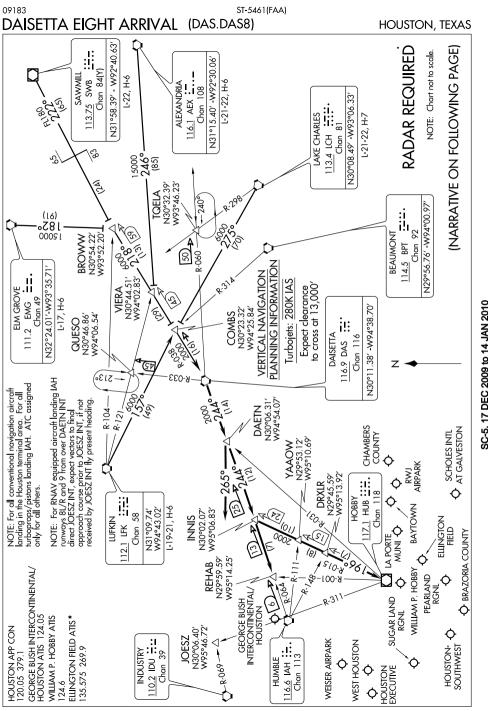
fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.





ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182

to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

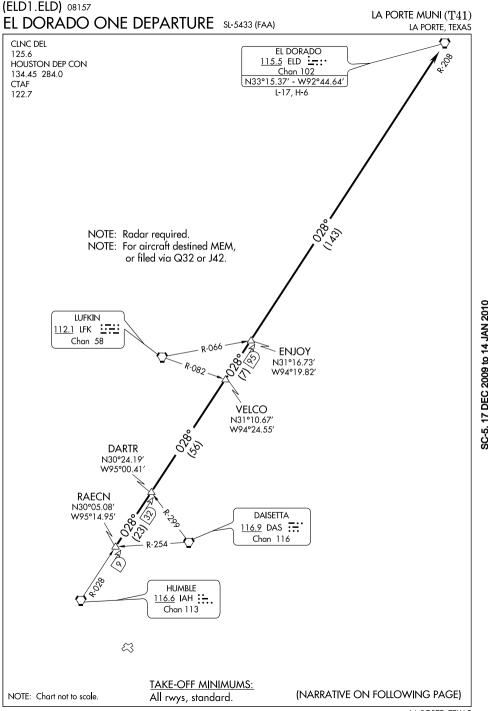
.... From DAETN INT fly heading 265° for vectors to final approach course.

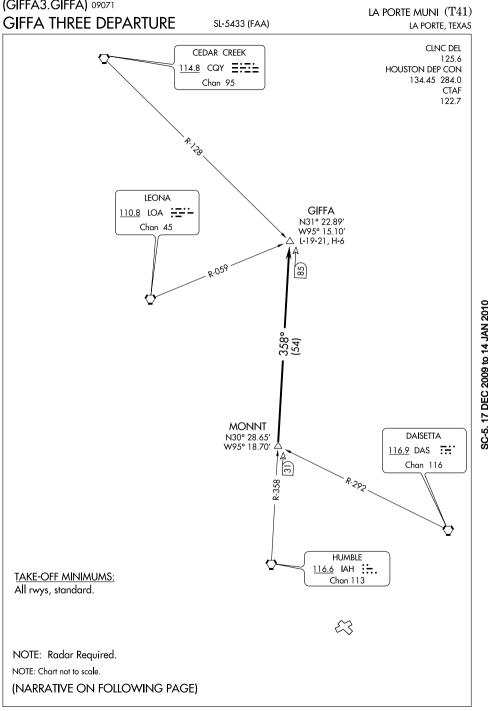
FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

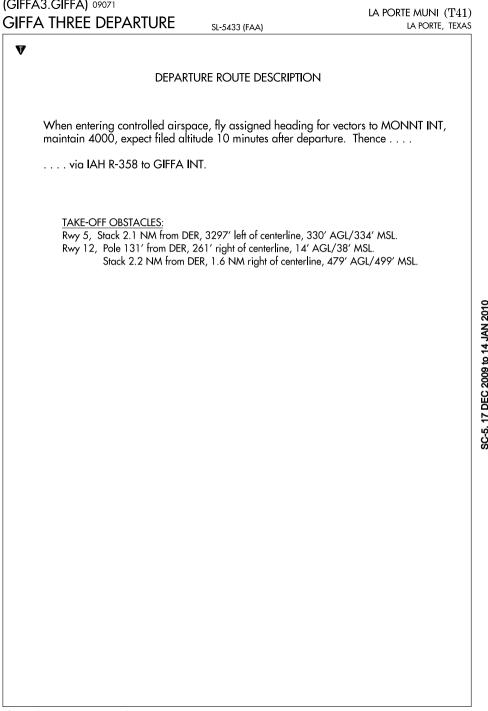
FOR ALL OTHER AIRPORTS:

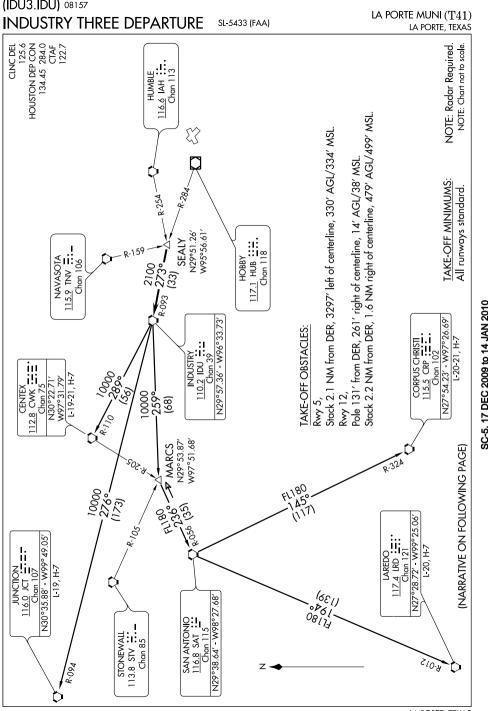
.... From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to

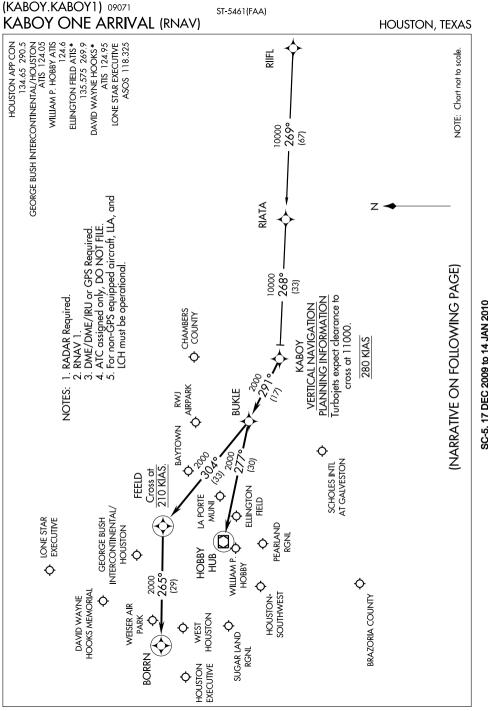
HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.



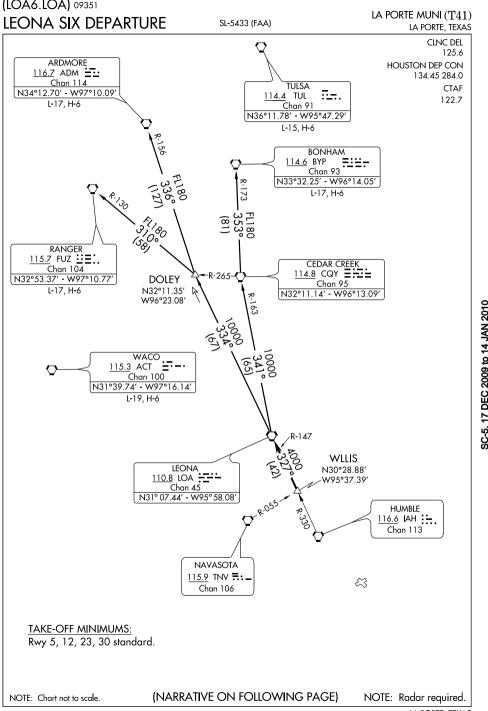


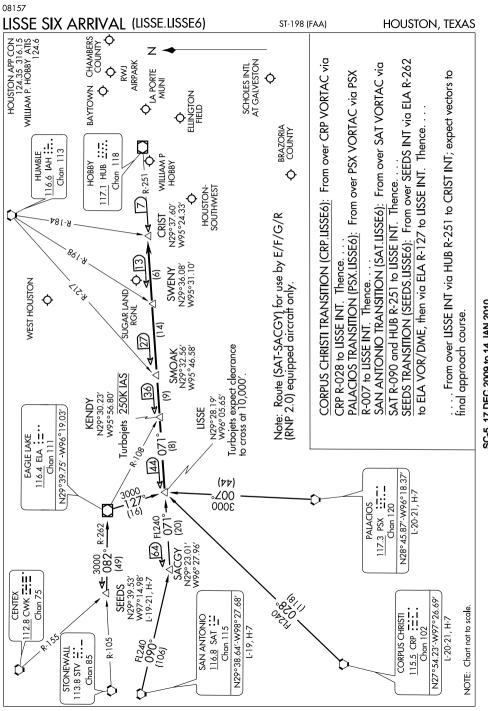


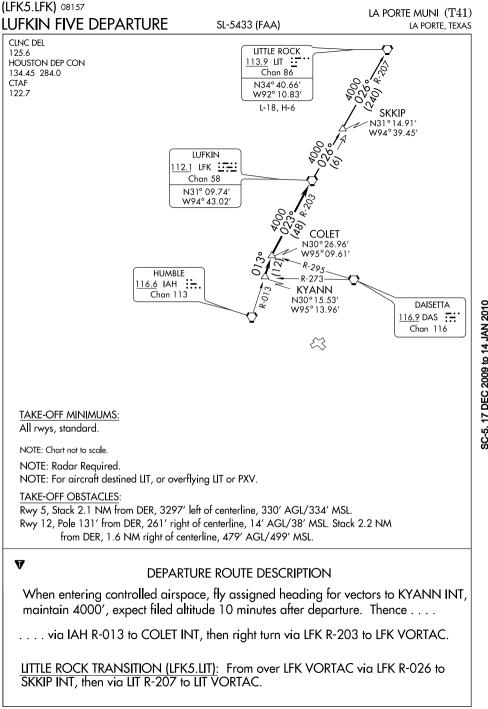


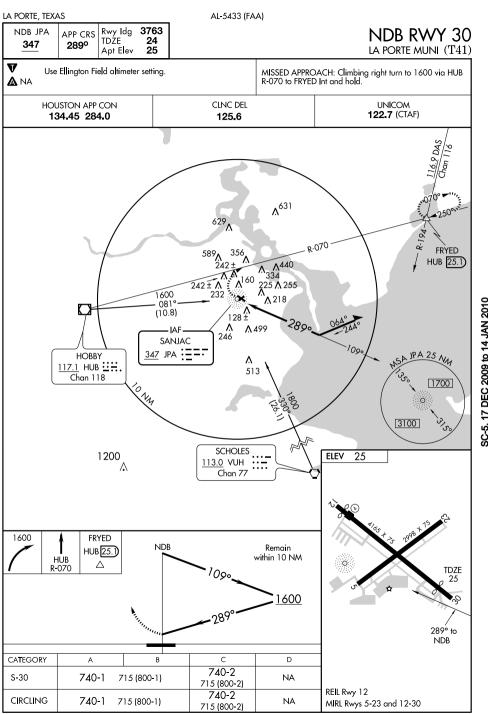


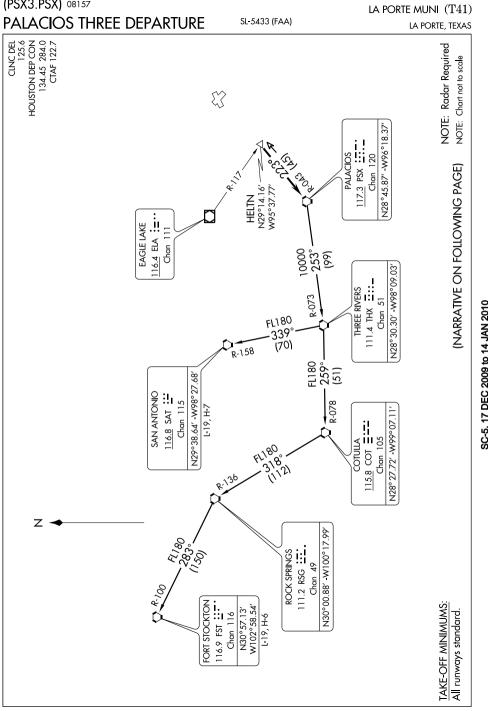
(KABOY.KABOY1) 09071	ST-5461(FAA)	
KABOY ONE ARRIVAL (RNAV)		HOUSTON, TEXAS
ARR	RIVAL DESCRIPT	ION
RIIFL TRANSITION (RIIFL.KABOY1)		
From KABOY via 291° track to BUKLE		
GEORGE BUSH INTERCONTINENTAL	/HOUSTON (IA	λΗ) <u>:</u>
LANDING RUNWAYS 8L/8R, OR 9: . depicted to BORRN. Expect vectors to received by BORRN, fly present heading	final approach	
ALL OTHER RUNWAYS: From BI approach course prior to FEELD.	UKLE via 304° 1	track to FEELD. Expect vectors to final
DAVID WAYNE HOOKS MEMORIAL (I From BUKLE via 304° track to FEE prior to FEELD.	DWH) AND LO ELD. Expect vec	NE STAR EXECUTIVE (CXO): ctors to final approach course
ALL OTHER AIRPORTS: From BUK Expect vectors to final approach course		
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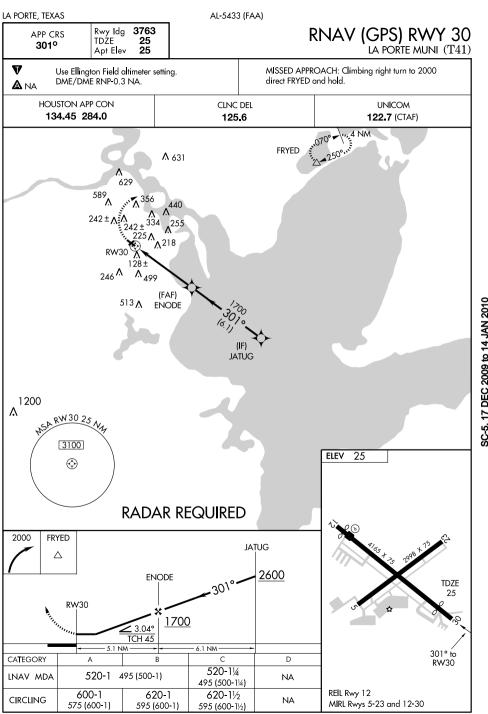


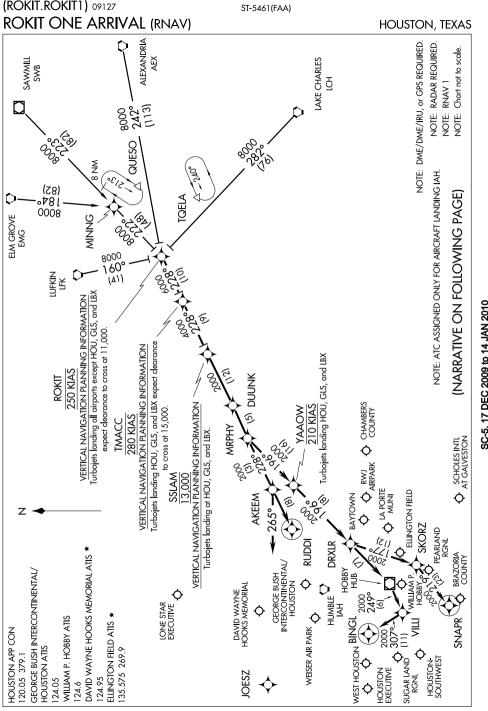












ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.

ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.

LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.

LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational. SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS

must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

.... From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect

vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU): RUNWAY 4 From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR.

present heading.

present heading.

(ROKIT.ROKIT1) 09239

Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly

RUNWAY 12R From MRPHY via 196° track to YAAOW, thence as depicted to BINGL.

Expect vectors to final approach course prior to BINGL, if not received by BINGL fly

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

DRXLR. Expect vectors to final approach course prior to DRXLR.

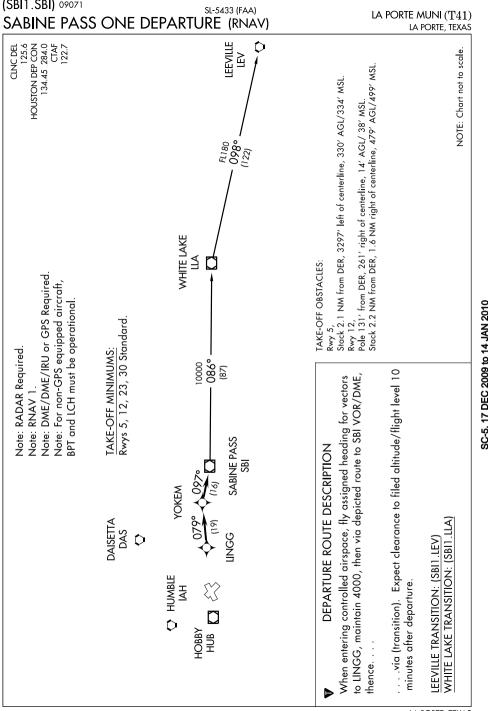
RUNWAYS 8 L/R and 9 From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

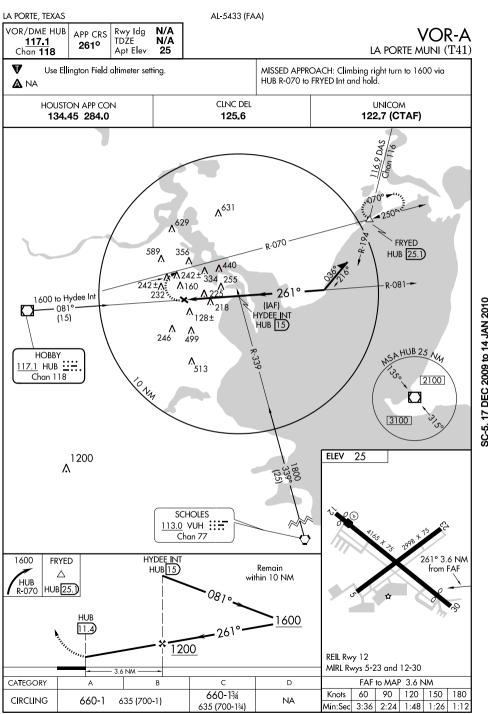
ALL OTHER RUNWAYS From MRPHY via 196° track to YAAOW, thence as depicted to

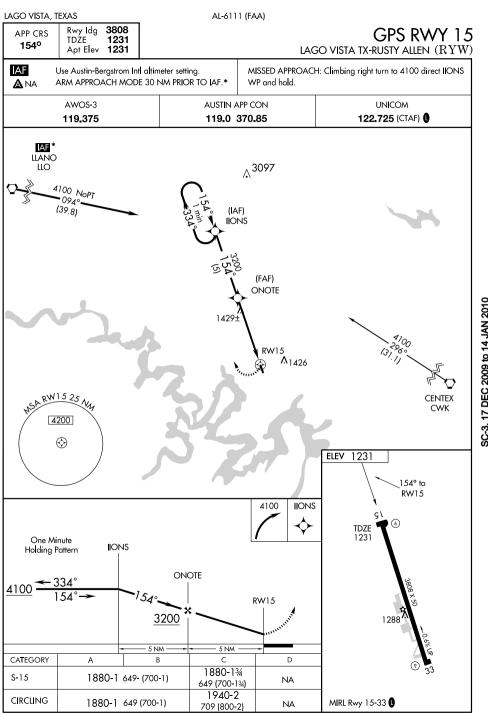
FOR OTHER SATELLITE AIRPORTS:

.... From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.



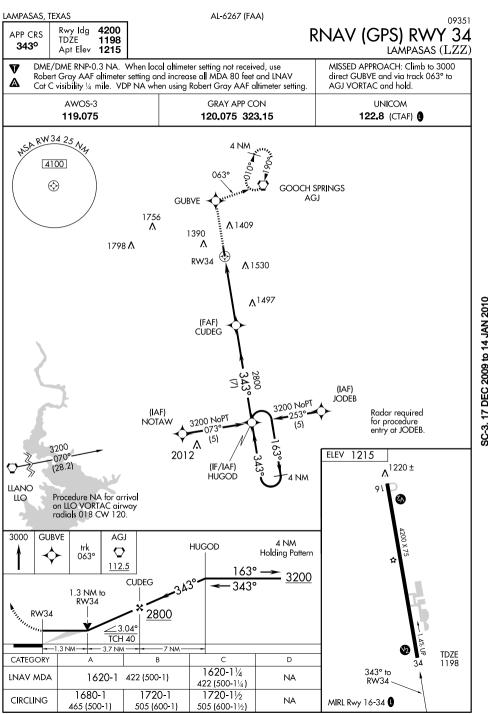
SC-5, 17 DEC 2009 to 14 JAN 2010

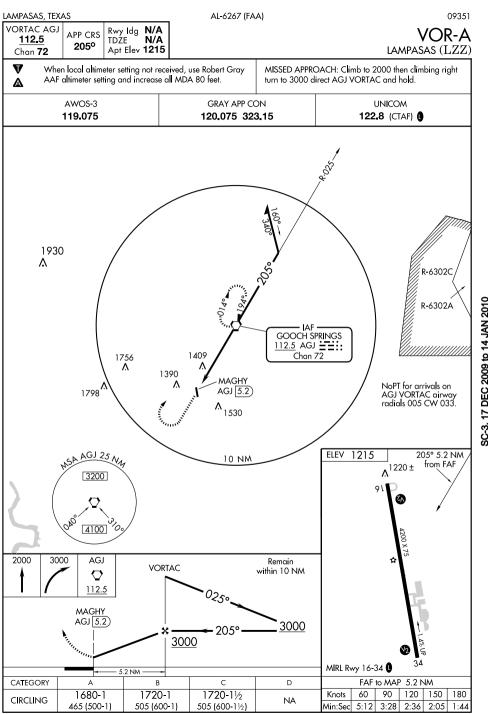


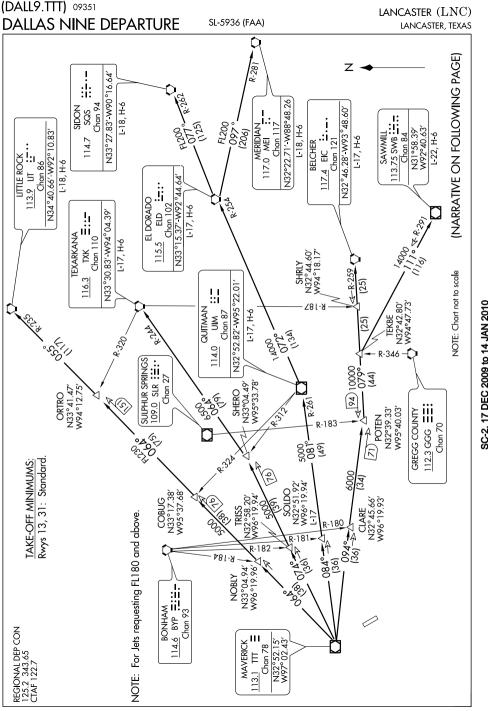


LAMESA, TEXAS			AL-6332 (I	FAA)		
NDB LSA APP (o TDZE	dg 5000 2990 lev 2998		١	NDB or GPS RWY 16 LAMESA MUNI (2F5)	
Obtain local altimeter use Midland Intl. altim			///	SSED APPROACH: (d ho l d.	Climb to 5000 then direct LSA NDB	
	RT WORTH			UNICOM 122.8 (CTAF) ()		
132.6 269.05 WELCH △ (GOZRU) × 3290 △ 3145 △ 3488 △ A A △ 3488 △ A A △ 3488 △ A A A △ 3488 → A A A △ 3488 → A A A A △ 3488 → A A A A A A A A A A A A A A A A A A						
	F	PATTS		5000 LSA	Chan 90 ELEV 2998 \- 155° to \LSA NDB	
Remain within 10 N		NDF	В	5000 LSA 0 338	TDZE 2990 91 50	
5000		35° ZRU) 155°			3000 x 50 300 x 75	
CATEGORY	A	4 NM	С	D		
		650 (700-1)	3640-1¾	3640-2		
		642 (700-1)	650 (700-1¾) 3640-1¾	650 (700-2) 3660-2	(P) 1 34	
			642 (700-1¾)	662 (700-2)	-	
6.17	780-1	3780-11/4	3780-2½	3780-21/2	MIRL Rwys 7-25 and 16-34 0	
790	(800-1) 780-1	790 (800-1¼) 3780-1¼	790 (800-2¼) 3780-2¼	790 (800-2½) 3800-2½	Knots 60 90 120 150 180	

LAMESA, TEXA	S		AL-6332 (FA	4A)		
NDB LSA <u>338</u>	APP CRS Rwy TDZE Apt B	Idg 5000 2995 Elev 2998		١	NDB or GPS RWY 34 LAMESA MUNI (2FE	1
	altimeter setting on ntl. altimeter setting		ceived,	MISSED APPROACH: Climb to 5000 then direct LSA NDB and hold.		
	FORT WORTH 132.6 26			UNICOM 122.8 (CTAF) (
	/	VEICH A			5100	
3197± IAF 1AMESA 3185 A 3145 A 3488 A 3240 × (GUCHI) A 3459 BIG SPRING 114.3 BGS = ∴ Chan 90						
	1	PATTS		11590	ELEV 2998	!
5000 LS					91 \$7.2 300 x 50	
C. TEOODY	-	4 NM —	-			
CATEGORY S-34	A 2400.1	(05 (700 1)	3600-1¾	3600-2	TDZE 2995 📵	
	3600-1	605 (700-1)	605 (700-1¾) 3600-1¾	605 (700-2) 3660-2	34	
CIRCLING		602 (700-1)	602 (700-1¾)	662 (700-2)	339° to	
	MIDLAND IN	TL ALTIMETER SE	TTING MINIMUMS	3740-21/2	LSA NDI MIRL Rwys 7-25 and 16-34 0	1
S-34	745 (800-1)	745 (800-1¼)	3740-2½ 745 (800-2½)	745 (800-2½)	,	1
CIRCLING	3740-1 742 (800-1)	3740-1¼ 742 (800-1¼)	3740-2¼ 742 (800-2¼)	3800-2½ 802 (800-2½)	Knots 60 90 120 150 180 Min:Sec	+







V

SOLDO INT.

DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading and altitude

to appropriate route. **JETS**

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV

terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal

area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME

via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072

and ELD R-254 to ELD VORTAC. LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to

ORTRO INT, then via LIT R-235 to LIT VORTAC. MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal

area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via

ELD R-097 and MEI R-281 to MEI VORTAC. QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261

SC-2, 17 DEC 2009 to 14 JAN 2010

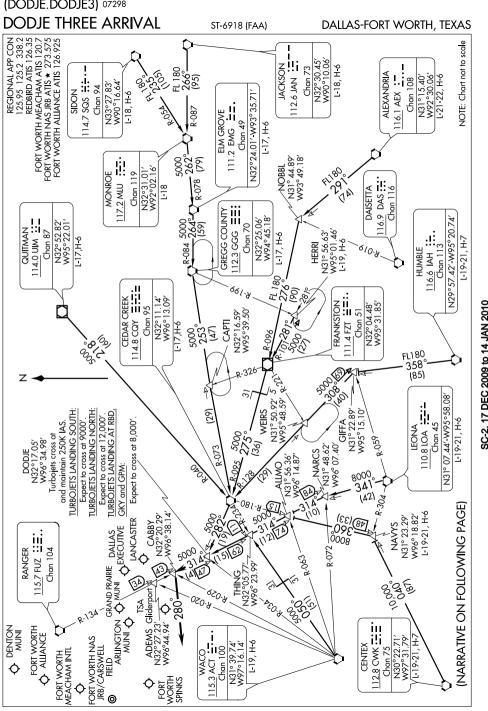
to UIM VOR/DME. SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to

POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254

to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC. SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.



ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS

INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . . ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY

VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253

and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . HERRI TRANSITION (HERRI DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY

R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to

CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via

GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . .

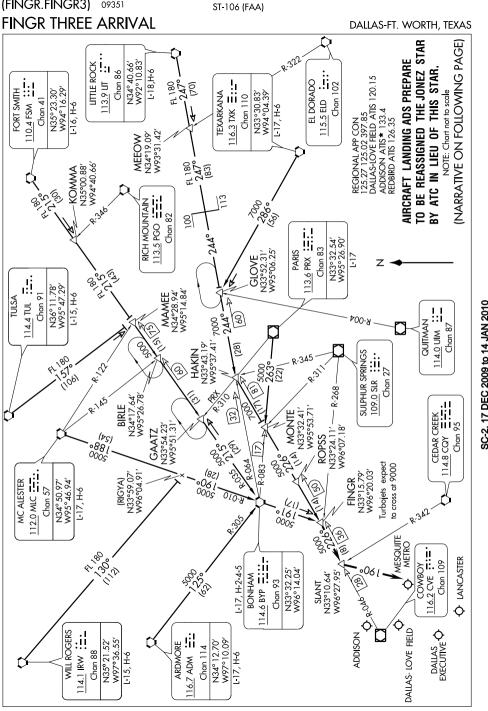
NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT, Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . . SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and

MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . . From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.



07298

ST-106 (FAA) FINGR THREE ARRIVAL (FINGR.FINGR3)

DALLAS-FORT WORTH, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence

FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to

FINGR INT. Thence LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247

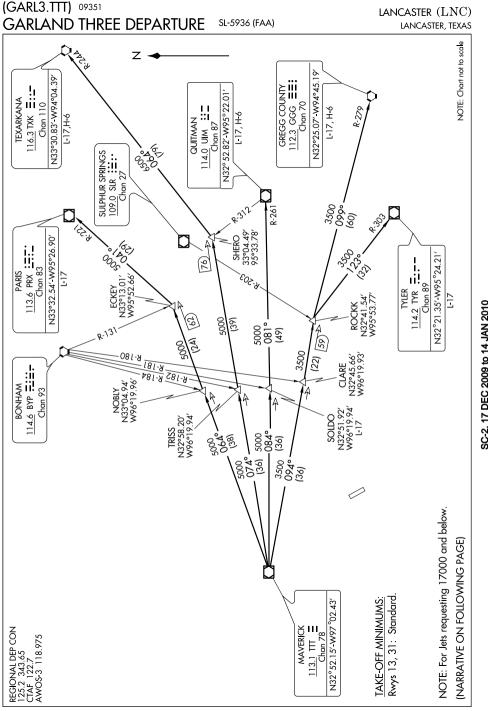
and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to

MONTE INT, then via CVE R-046 to FINGR INT. Thence TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence

TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130

and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence From over FINGR INT via CVE R-046 to SLANT INT. AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final

approach course. AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.



(GARL3.TTT) 09351 LANCASTER (LNC) GARLAND THREE DEPARTURE SL-5936 (FAA) LANCASTER, TEXAS V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading to appropriate route. LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC. PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME. QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME. SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT. TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC. TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK SC-2, 17 DEC 2009 to 14 JAN 2010 INT, then via TYR R-303 to TYR VOR/DME.

(GREGS.GREGS6) 09351	ST-106 (FAA)	
GREGS SIX ARRIVAL	DAL	LAS-FT. WORTH, TEXAS
TULSA TULSA TOPO (Plan 91 NA92-47.29 NA92-86.86 NA92-86.86	ACKME N33° 50.85' W97° 40.67' MASTY MASTY CREGS N33° 43.14' MIDA Iurbojest Landing South: Expect to cross at 11000 N33° 40.85' Turbojest landing or DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 8000 Turbojest landing at DAU See note. OB0° DENTON COULIN COULINY OCOLIN COULINY DENTON COULIN COULINY OCOLIN COULINY DENTON DENTON COULIN COULINY DENTON DENTON COULIN COULINY DENTON DE	MCKINNEY ADDISON LLAS-LOVE FIELD MESCUITE METRO LANCASTER
WILL ROGERS 114.1 IRW :=:- Chan 88 N35°21.52~W97°36.55 N34°21.30 CHARE W98°21.30 CHARE N98°21.30 CHARE	5000 5000	MILISAP WY7, 47.20 I-17,H-6 Chan 124 Chan 124
HEATR N34-49-47 W99-550-94	ZOO-A	120.15 120.15 126.35 126.35 ADDISC 133.4 REGION 119.05 113.7 ABILE Chan
BORGER 108.6 BGD = Chan 23 N35-48.42 W101° 22.93 L15.46 PANHANDIE Chan 13 CHIDRESS N35-14.10 W101° 41.94 CHIDRESS L15, H-6 Chan 123 CANID	FI 180 N34° 12.25' N36° 20' N36° 12.25' (89) TEXICO TURKI N34° 18.05' N36° 20' N37° 18.05' N37° 18.05' N37° 18.05' N38° 18.05' N40° 20' N38° 18.05' N40° 20'	NOTE: TURBOJET AIRCRAFT LANDING DAL: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR. NOTE: Chart not to scale (NARRATIVE ON FOLLOWING PAGE)

ST-106 (FAA)

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT Thence

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to

GREGS INT. Thence

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to

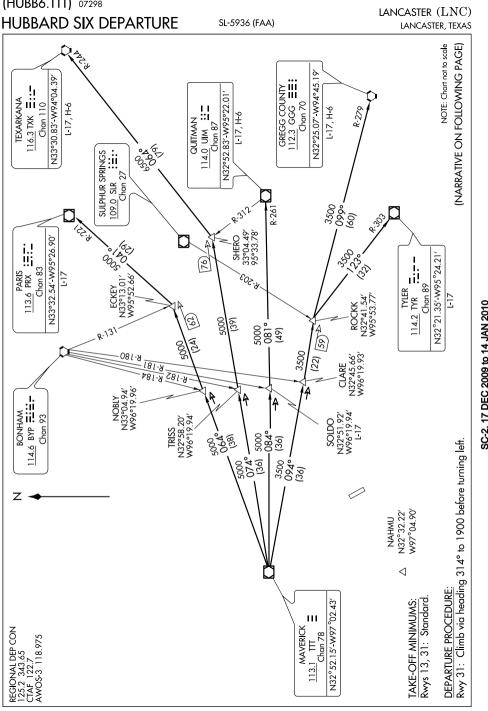
MOOSE INT. then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT Thence

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 17 DEC 2009 to 14 JAN 2010



(HUBBO.111) 0/354 LANCASTER (LNC) HUBBARD SIX DEPARTURE SL-5936 (FAA)

LANCASTER, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010



V

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094

to ROCKK INT, then via GGG R-279 to GGG VORTAC. PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY

INT, then via PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT. TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074

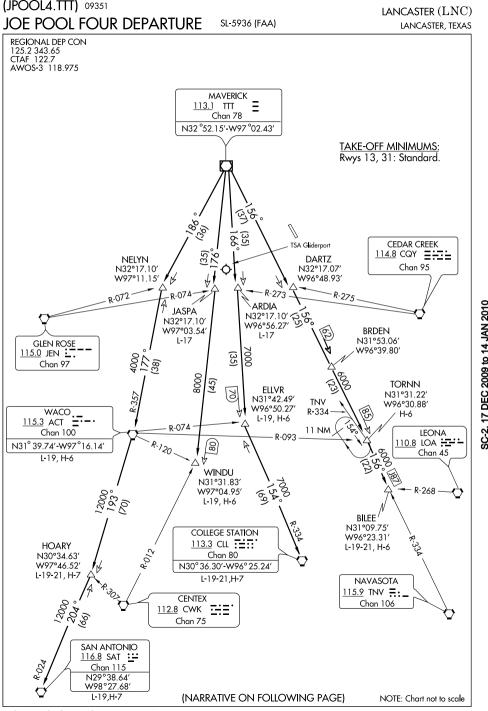
to SHERO INT, then via TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES: Rwy 31: Multiple trees beginning 1,133' from departure end of runway, 479' left of centerline, up to 40' AGL/541' MSL.

Trees 886' from departure end of runway, 637' right of centerline, 35' AGL/536' MSL.

Multiple poles beginning 5,613' from departure end of runway, 1,171' right of centerline, up to 101' AGL/661' MSL.



V

SC-2, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude. expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156

to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC. ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC,

then via ACT R-193 to HOARY INT. JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME

via TTT R-176 to JASPA INT. SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and

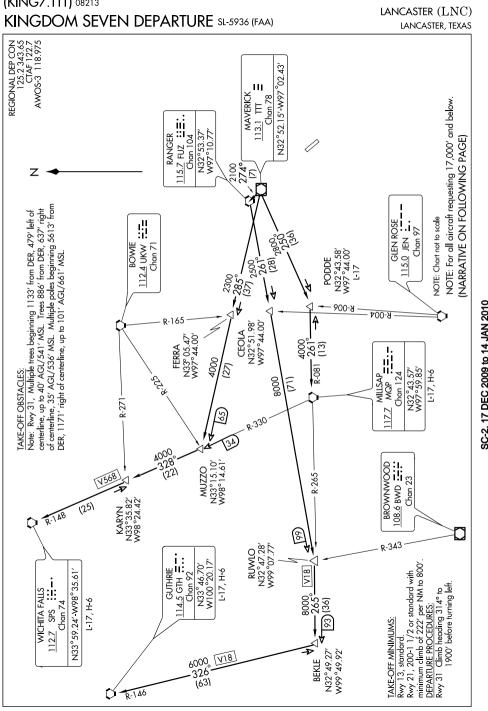
San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT

R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.



(KING/.III) 08213 LANCASTER (LNC) KINGDOM SEVEN DEPARTURE SL-5936 (FAA) LANCASTER, TEXAS

DEPARTURE ROUTE DESCRIPTION



V

PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME

WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZÓ INT, then via SPS R-148 to SPS VORTAC.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock

terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT,

then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.

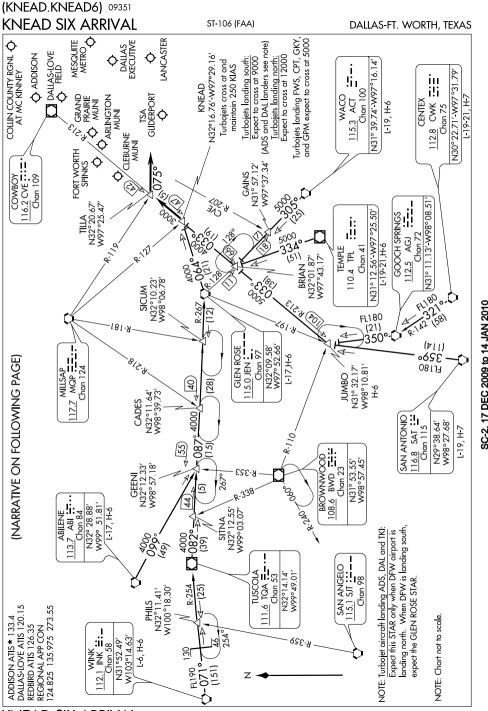
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC

westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

When entering controlled airspace fly assigned heading and altitude to appropriate route.

via TTT R-250 to PODDE INT.

SC-2, 17 DEC 2009 to 14 JAN 2010



WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading

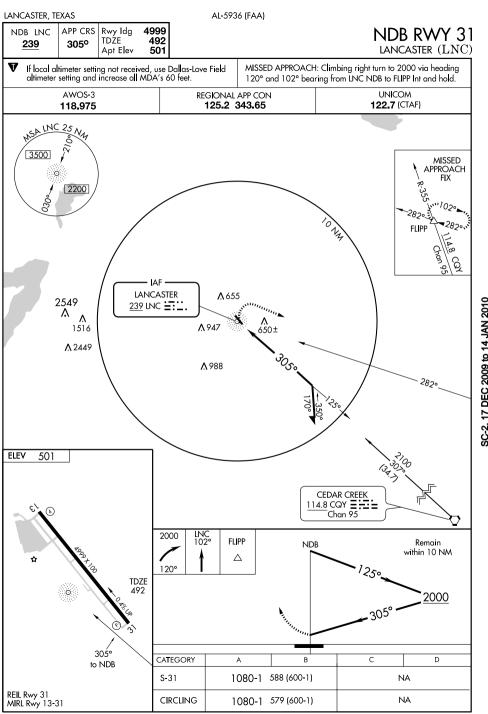
WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267

to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence

to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence

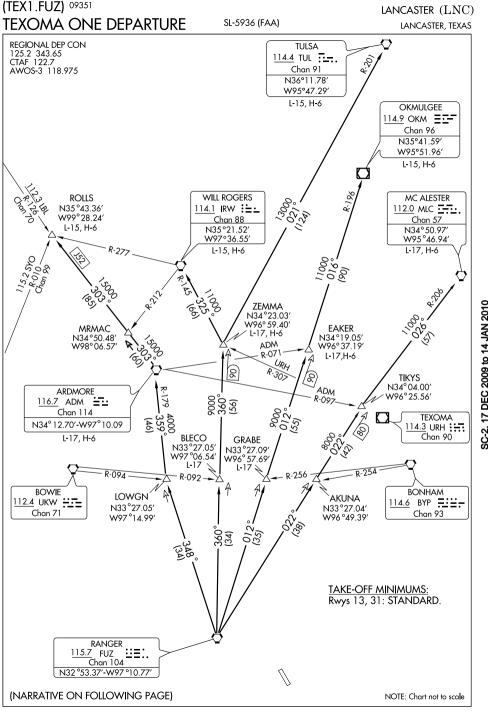
075° for vectors to final approach course.

SC-2, 17 DEC 2009 to 14 JAN 2010



LANCASTER, TEXAS AL-5936 (FAA) 4999 RNAV (GPS) RWY 31 WAAS Rwy Idg APP CRS Chan 97305 TDŹE 492 3140 Apt Elev 501 W31A If local altimeter setting not received, use Dallas-Love Field altimeter setting MISSED APPROACH: Climb to 2000 direct DOCAV and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when and turn right via 053° track to WARER, then climb using Dallas-Love Field altimeter setting, Baro-VNAV NA below -16°C to 3000 via 0.53° track to SOLDO and hold. (4°F). DME/DME RNP-0.3 NA. AWOS-3 REGIONAL APP CON UNICOM RER LINDS38.111.11 118,975 125.2 343.65 122.7 (CTAF) MISSED APCH FIX RADAR REQUIRED 2549 Λ _Λ1516 ۸^{650±} **∆** 2449 (FAF) JUTON NSA RW31 25 NA (IF) 3500 **(** ELEV 501 3000 SOLDO WARER 2000 DOCAV Δ VIYUN 053° trk 053° trk **JUTON** * LNAV only 2700 *1 NM to RW31 GS 3.00° **RW31** TCH 45 1800 VGSI and RNAV glidepath not coincident CATEGORY D LPV DA 750-1 258 (300-1) 4923 NA LNAV/ DA 820-11/4 328 (400-11/4) NA VNAV 314° to RW31 NA LNAV MDA 840-1 348 (400-1) REIL Rwy 31 CIRCLING 980-11/4 479 (500-11/4) NA MIRL Rwy 13-31

SC-2 17 DEC 2009 to 14 JAN 2010



SL-5936 (FAA)

LANCASTER (LNC) **LANCASTER TEXAS**

17 DEC 2009 to 14 .IAN 2010

V

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area) From over FUZ VORTAC via FUZ R-012 to FAKER INT

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC

or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.)

OKM VOR/DME. ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.1 From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM

From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to

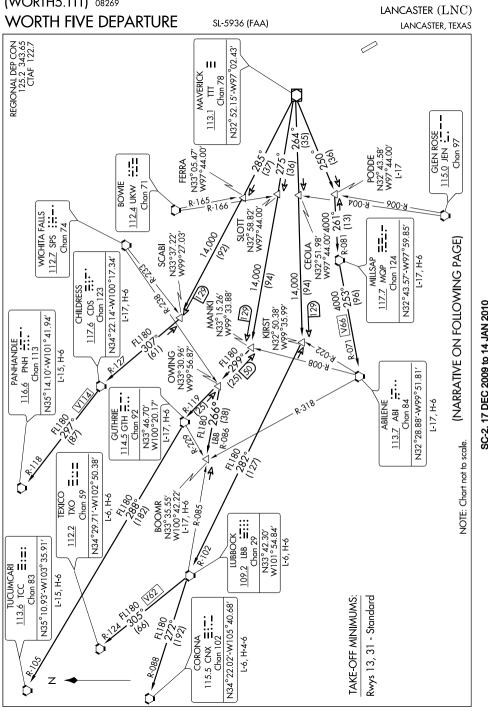
R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL

VORTAC. WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the

Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.



(WORIH5.111) 06215 LANCASTER (LNC) **WORTH FIVE DEPARTURE** SL-5936 (FAA) LANCASTER, TEXAS V DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading and altitude to appropriate route ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI

VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

to TXO VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABLINT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118

to PNH VORTAC. PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via

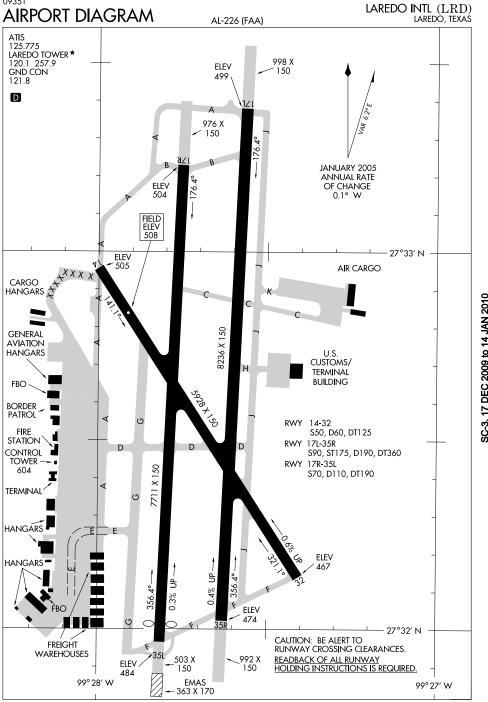
TTT R-250 to PODDE INT. TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to

KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to

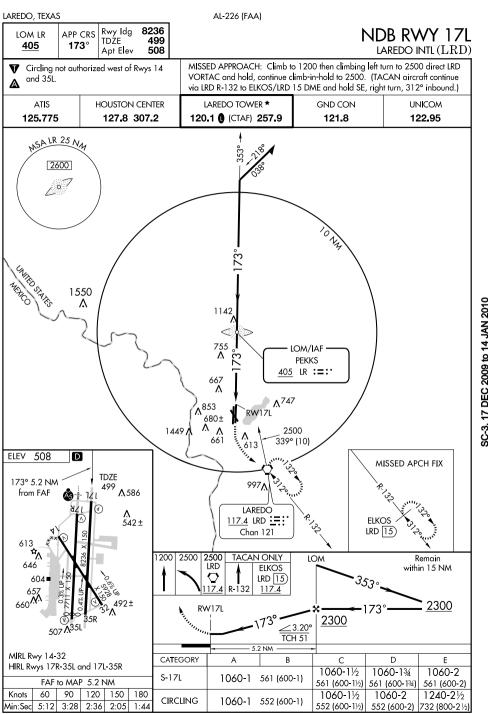
TCC VORTAC.

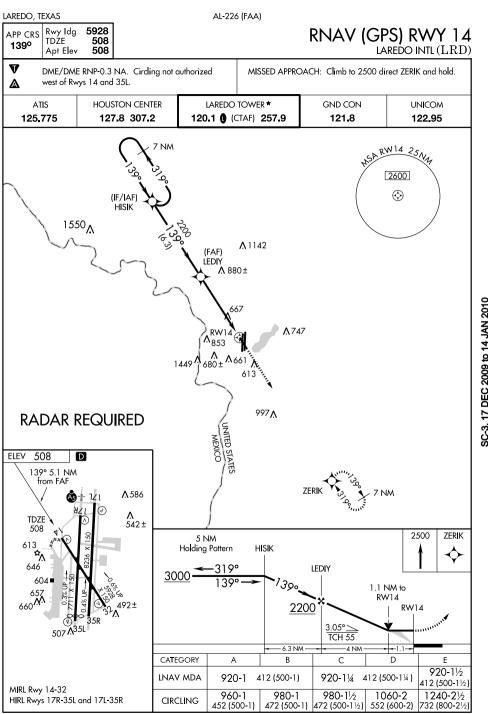
SC-2, 17 DEC 2009 to 14 JAN 2010

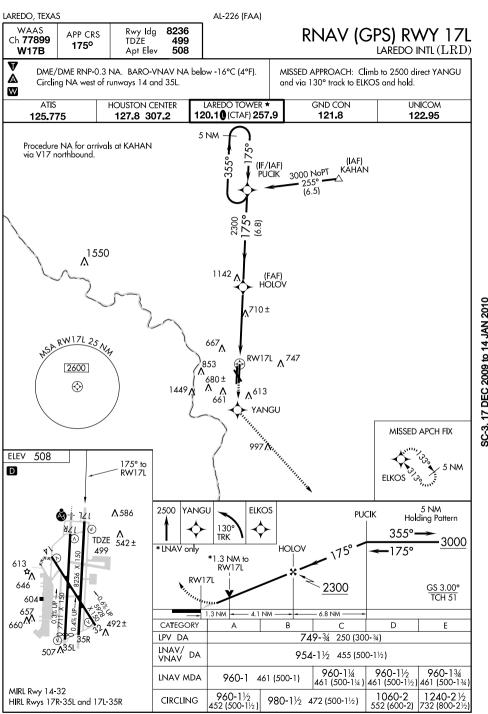


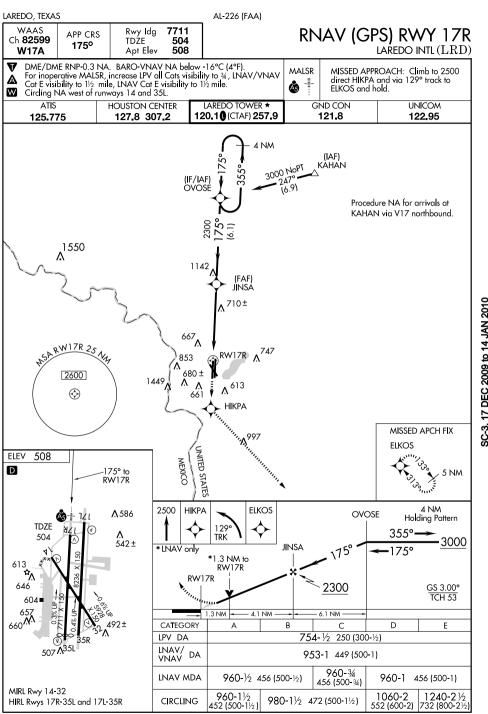
LAREDO, TEXAS AL-226 (FAA) LOC/DME I-LRD 7591 LOC/DME BC RWY 35L Rwy Ida APP CRS 111.9 TDŹE 497 3550 Apt Elev 508 LAREDO INTL (LRD) Chan 56 MISSED APPROACH: Climb to 1400, then climbing left turn to 2600 via heading Circling NA west of Rwys 14 and 35L. 290° and LRD VORTAC R-319 to BLAME/LRD 18 DME and hold. LAREDO TOWER ★ GND CON UNICOM ATIS HOUSTON CENTER 120.10 (CTAF) 257.9 125,775 127.8 307.2 121.8 122.95 NSA LRD 25 M **BLAME** CALLED STATES LRD [18] 2600 \Diamond 1550 Λ 1142 ۸ **∧**747 LOCALIZER 111.9 853 I-LRD <u>:</u>::: 680± 1449 Chan 56 **1**613 661 668± LAREDO 117.4 LRD 997, Chan 121 OZM TITTO I-LRD 5 (IAF) 2400 508 **ELEV** D HEVUM (7.7)LRD [10) (IF) **∧**586 721 3000 **FOMUX** LRD (10) Arc I-LRD 12.7 **∧** 542± 613 FOMUX Disregard glide slope 1400 2600 **LRD BLAME** I-LRD 12.7) indications. Use I-LRD 646 \Diamond HDG 290° DME when on the LRD 18) 604■ R-319 localizer course. TITTO 3000 I-LRD 5 I-LRD 3550. 1.3 GECEK 660 Procedure Turn 507 **∧**35L I-LRD 0.5 **TDZE** 2400 NA VGSI and descent 497 angles not coincident. TCH 63 355° 5.1 NM 7.7 NM -3.7 NM -0.8 0.6 from FAF CATEGORY D Α C Е 980-11/4 980-11/2 980-134 S-35L 980-1 483 (500-1) 483 (500-1¼)|483 (500-1½)|483 (500-1¾) MIRL Rwy 14-32 980-11/2 1060-2 1240-21/2 CIRCLING 980-1 472 (500-1) HIRL Rwys 17R-35L and 17L-35R 472 (500-11/2) 552 (600-2) 732 (800-2½)

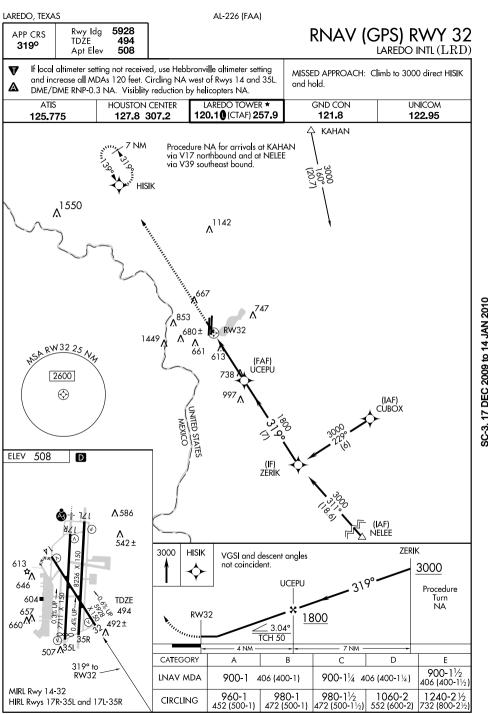
SC-3, 17 DEC 2009 to 14, IAN 2010

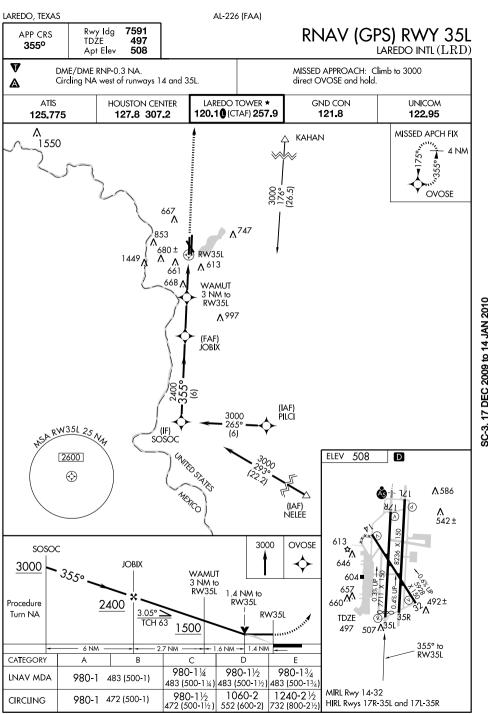


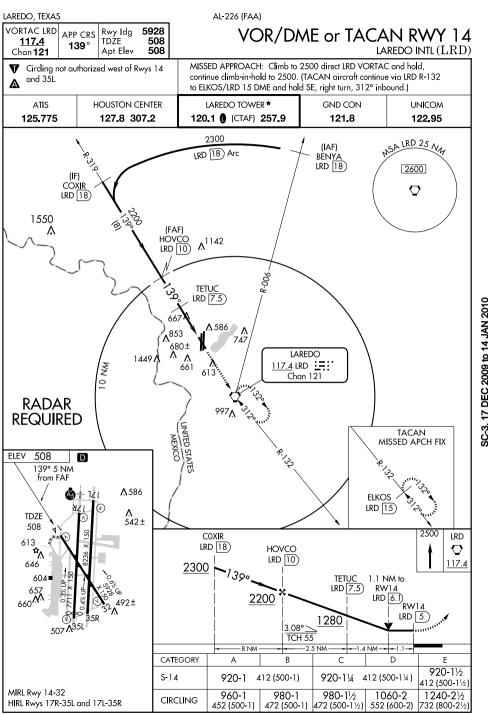


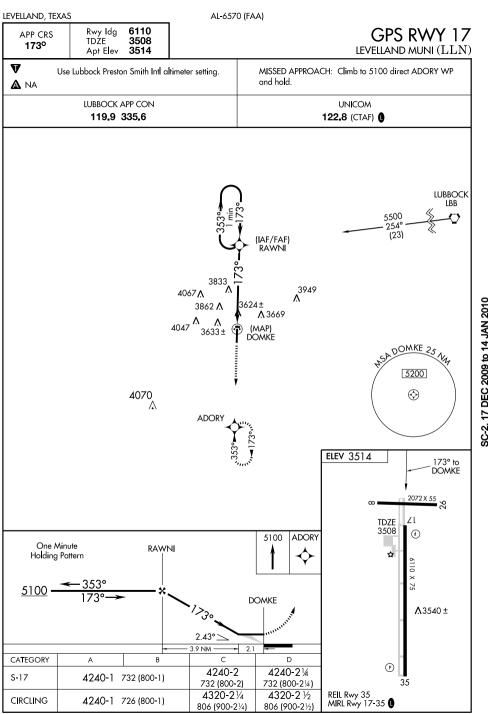


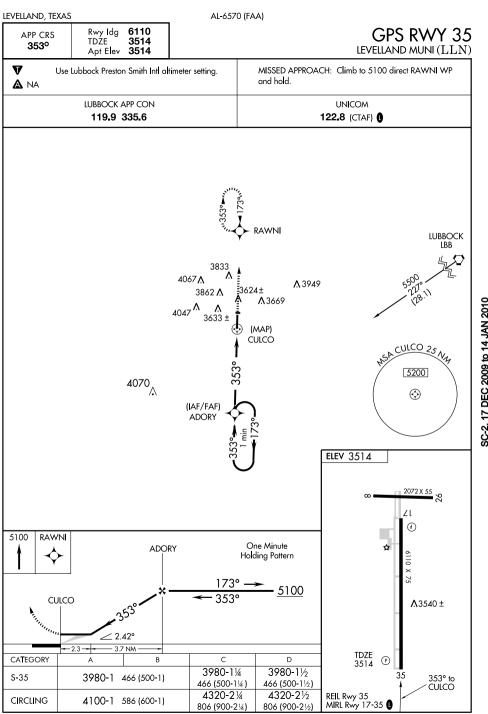


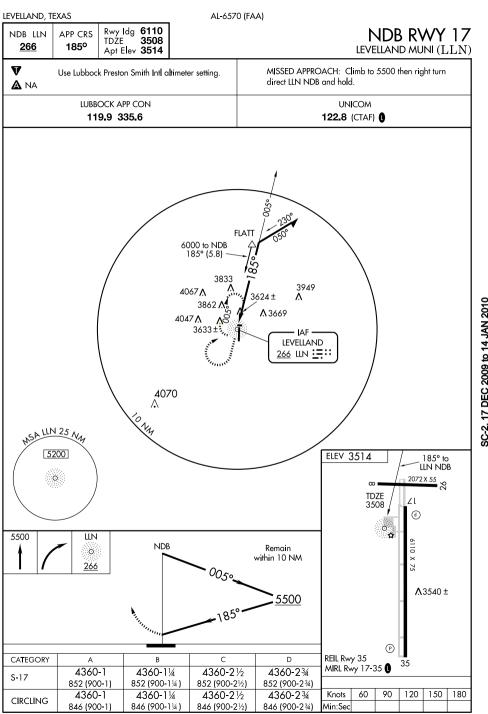


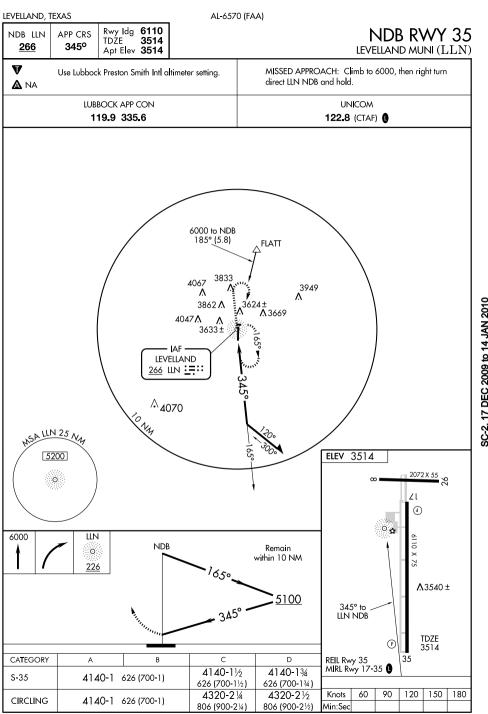


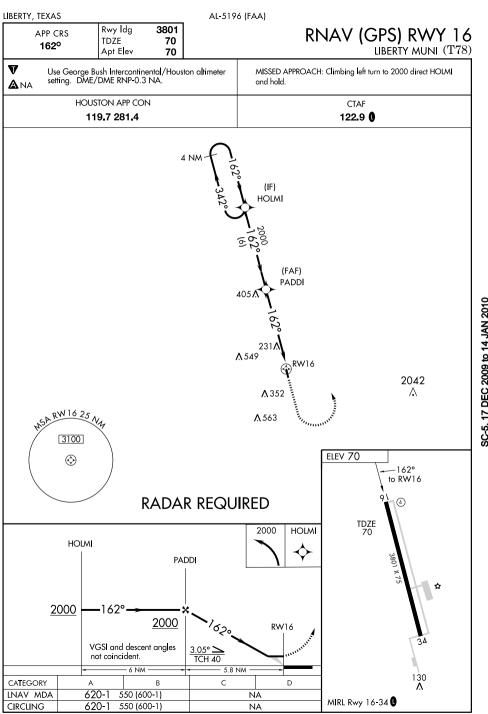


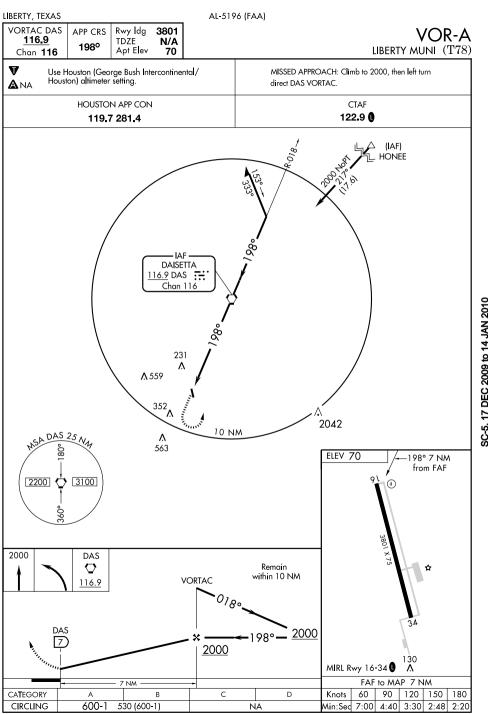


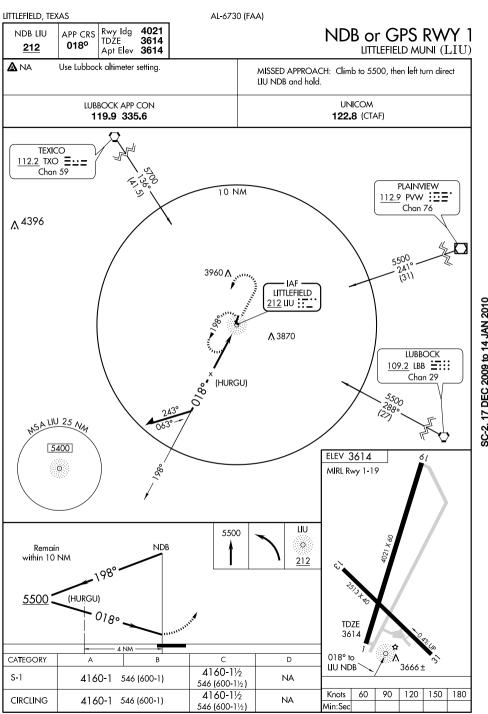


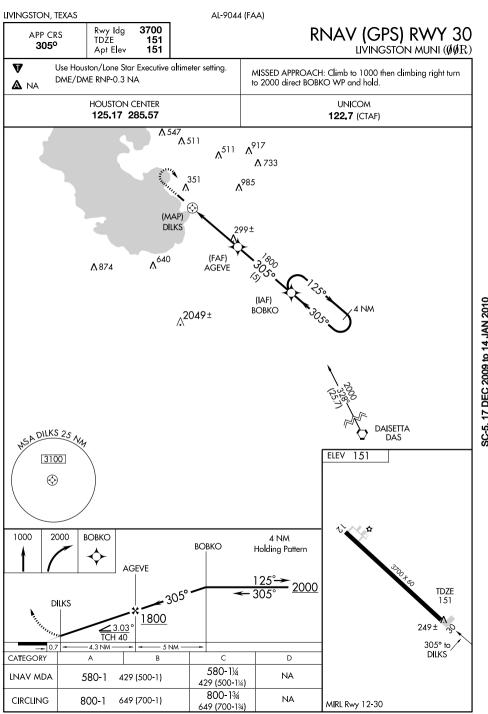


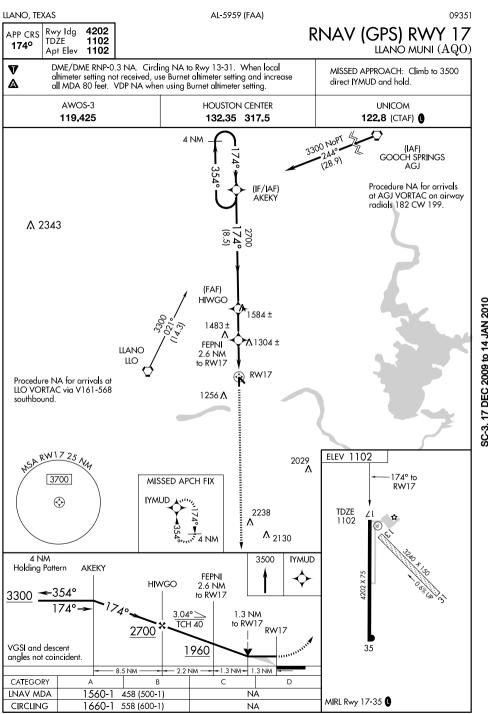




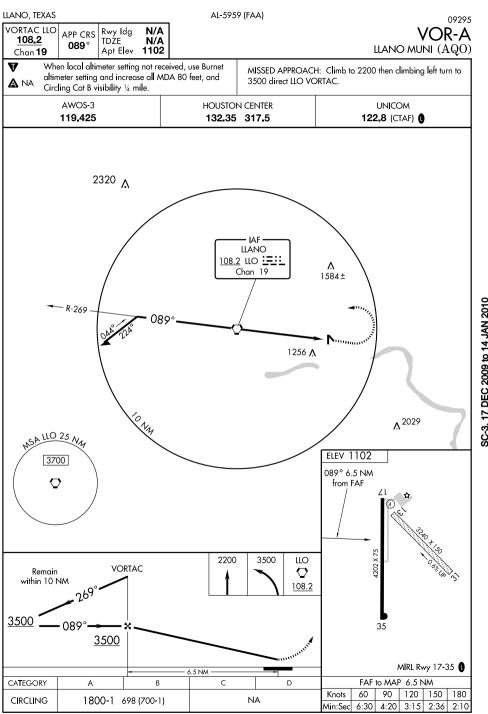


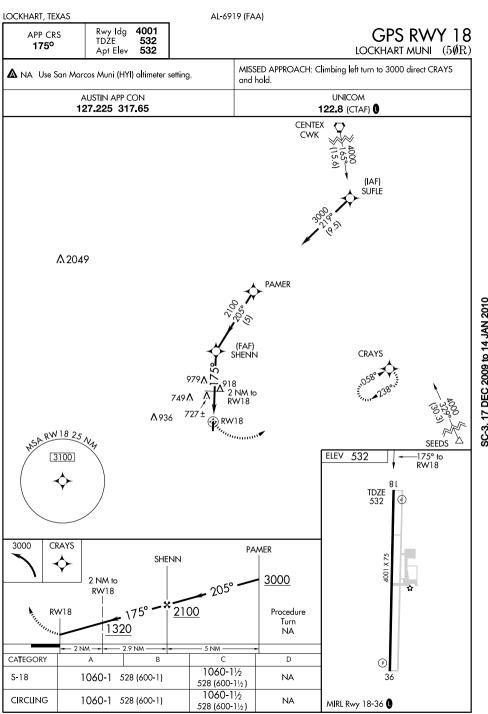


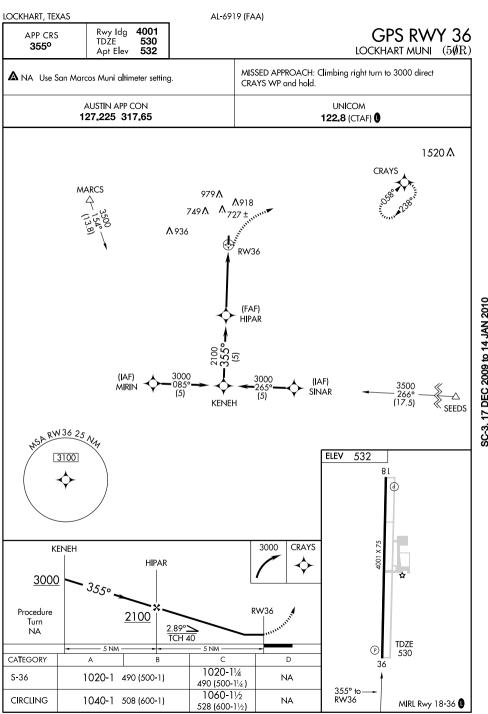


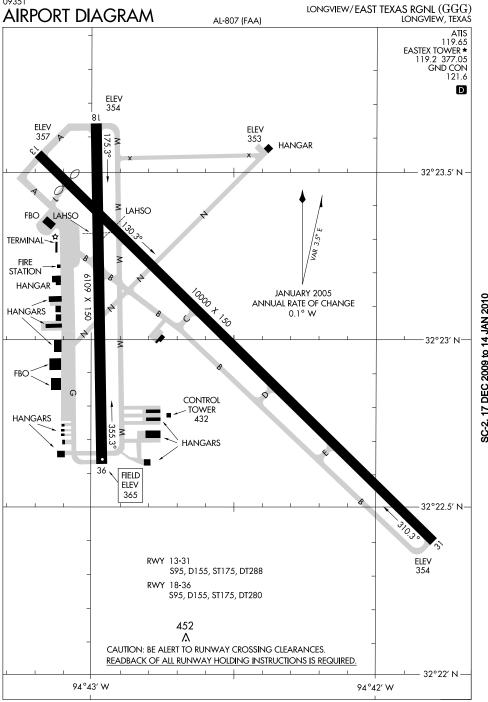


SC-3, 17 DEC 2009 to 14, IAN 2010



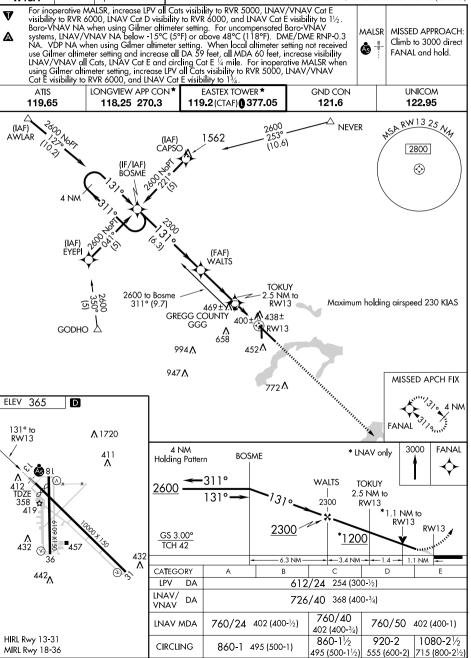


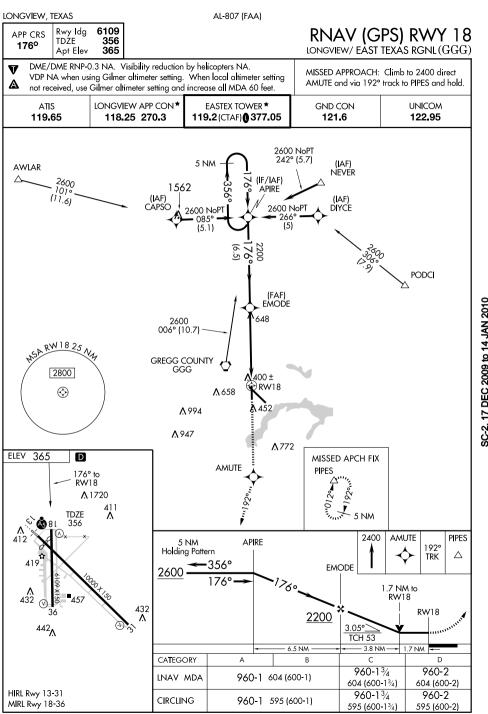


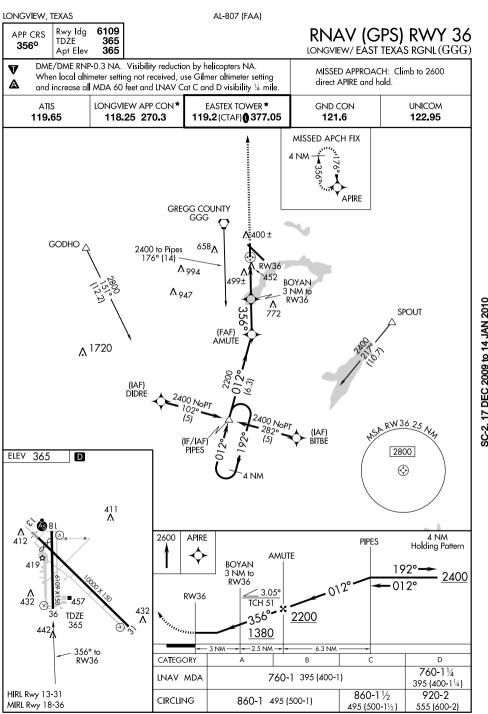


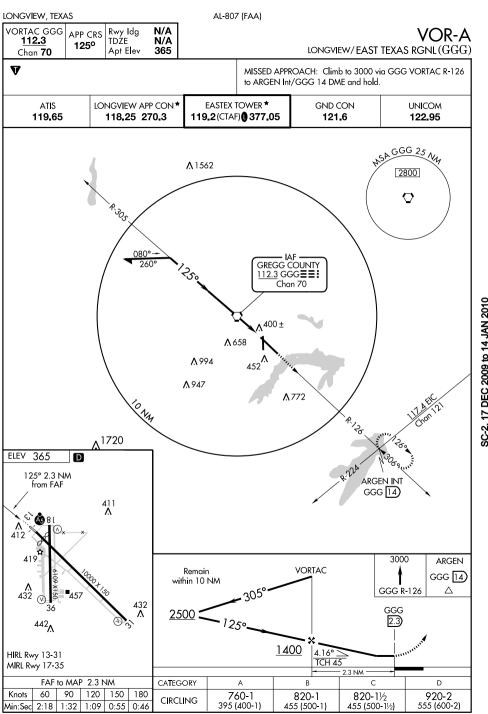
RNAV (GPS) RWY 13 LONGVIEW/ EAST TEXAS RGNL (GGG)

SC-2 17 DEC 2009 to 14 JAN 2010



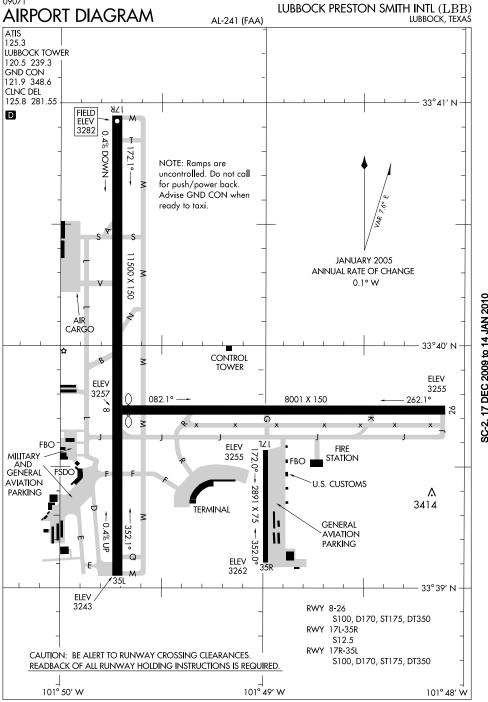


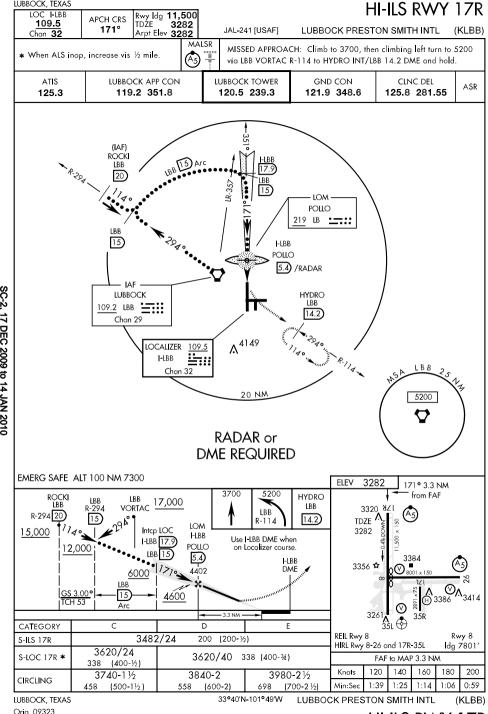


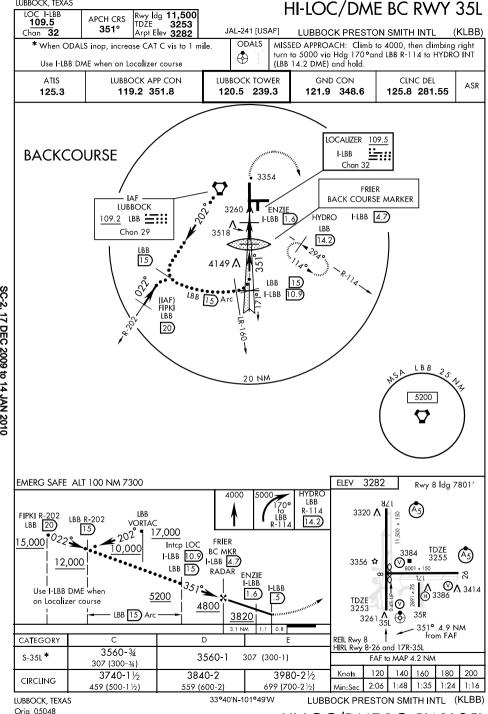


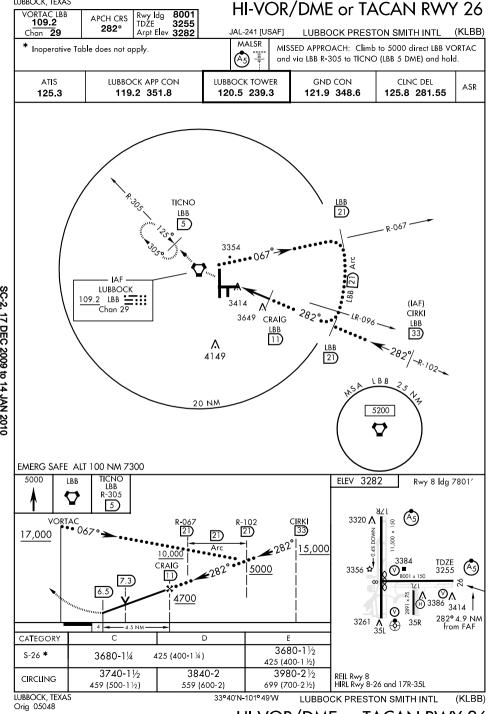
LONGVIEW, TEXAS AL-807 (FAA) VORTAC GGG 9200 Rwy Idg VOR/DME or TACAN RWY 13 APP CRS 112.3 358 TDŹE 125° Apt Elev LONGVIEW / EAST TEXAS RGNL (GGG) 365 Chan **70** For inoperative MALSR, increase S-13 Cat E visibility to 1¾. When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet and visibility Cat D and E ¼ mile. VDP NA when using Gilmer altimeter setting. For inoperative MALSR when using Gilmer altimeter setting increase S-13 Cat E visibility to 2 miles. MISSED APPROACH: MALSR Climb to 3000 via GGG R-126 to ARGEN Int/GGG 14 DME and hold. ATIS LONGVIEW APP CON* EASTEX TOWER * GND CON UNICOM 119.65 118.25 270.3 119.2(CTAF) 0 377.05 121.6 122.95 MSA GGG 25 Ny 300162 WEKDI 10.000 2500 GGG 10) GGG 10) DME 1562 2800 (IAF) 2600 NoPT (IAF) AWLAR (IF) Arc SKIDI GGG 10) Arc \Diamond GGG 19.9 WYATE GGG 10 GGG 10 2000 to Cowlu 125° (7.5) 080° IAF -260 COWLU GREGG COUNTY GGG[2.5 112.3 GGG**ΞΞ** SC-2, 17 DEC 2009 to 14 JAN 2010 400 ± R-253 ⁶⁵⁸∧ (IAF) 994<u>^</u> 452 A GODHO GGG 10 947 772 <u>∧</u>1720 10 NM **ELEV** 365 R.224 125° 4.9 NM ARGEN INT from FAF GGG [14) 411 ۸ रु 🗞 🛭 (A)_{*} 3000 TDZE ARGEN 0 VORTAC Remain 358 **\$** within 15 NM GGG 14 GGG R-126 COWILI GGG 2500 **^**. 432 GGG 2.5 1250 GGG 432 36 2000 ۸ 2.4 ⁴⁴²∧ 3.08° ≥ TCH 45 -2.5 NM• 1.4 NM CATEGORY Ε 860-60 S-13 860/24 502 (500-1/2) 860/50 502 (500-1) 502 (500-11/4) HIRL Rwy 13-31 920-2 1080-21/2 860-11/2 CIRCLING 860-1 495 (500-1) MIRL Rwy 18-36 495 (500-11/2) 555 (600-2) 715 (800-21/2)

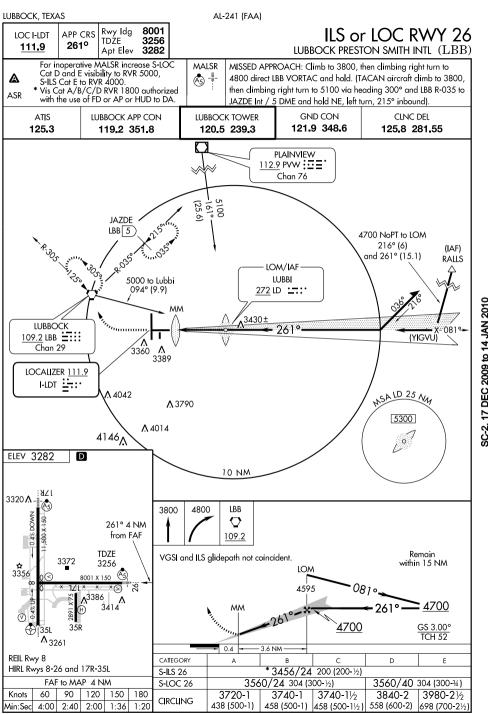
LONGVIEW, TEXAS AL-807 (FAA) VORTAC GGG 112.3 9200 Rwy Idg VOR/DME or TACAN RWY 31 APP CRS TDŹE 354 306° LONGVIEW/ EAST TEXAS RGNL (GGG) Apt E**l**ev 365 Chan **70** V MISSED APPROACH: Climb to 800, then climbing left turn to 2500 via GGG R-172 to PIPES Int and hold. Δ EASTEX TOWER★ ATIS LONGVIEW APP CON* **GND CON** UNICOM 119.65 118.25 270.3 119.2 (CTAF) **()** 377.05 121.6 122.95 (IAF) PODCI SA GGG 25 M GGG 14 **GREGG COUNTY** 2800 112.3 GGG **ΞΞ** R-059 2000 to 2000 NoPT Kapps 126° (8) GGG [14] 400 ± 658 Λ (IAF) Λ 994 KAPPS SC-2, 17 DEC 2009 to 14, IAN 2010 GGG 8 **JEPIN** 8.72A Λ 947 GGG 6 ۸ 772 ARGEN INT _∆1720 GGG [14) 081° (IAF) 261° PIPES GGG [14] ELEV 365 1<u>11.4</u> FZT R-074 D Chan 51 411 **Ž**381 **^**. 412 KAPPS 800 2500 **PIPES** GGG 8 Remain GGG 14) within 15 NM 419 <u>∠ 2.97°</u> TCH 52 126°**-**, GGG R-172 Δ ARGEN INT **JEPIN** TDZE **^**.432 GGG GGG 14) 2000 354 GGG 6 432 GGG 5 306° ·306° 36 2000 3.9 442_^ 1700 1060 306° 4.1 NM - 6 NM -1.1**-**+ from FAF CATEGORY В Е D 740-11/4 386 (400-11/4) S-31 740-1 386 (400-1) HIRL Rwy 13-31 820-11/2 920-2 1080-21/2 CIRCLING 820-1 455 (500-1) MIRL Rwy 17-35 455 (500-11/2) 555 (600-2) 715 (800-21/2)

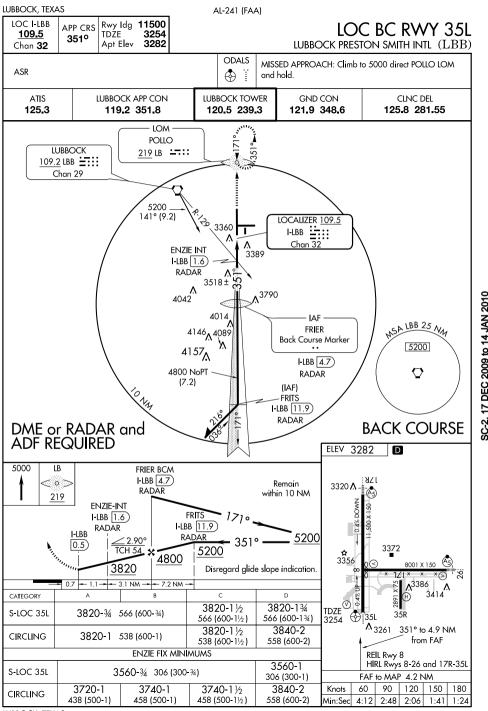


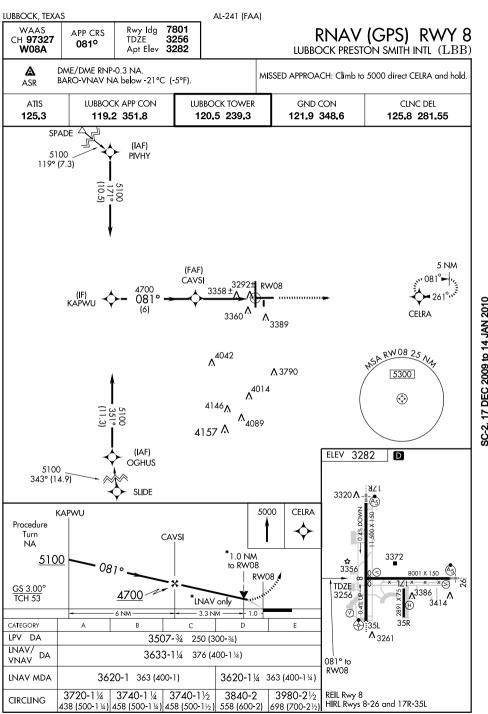


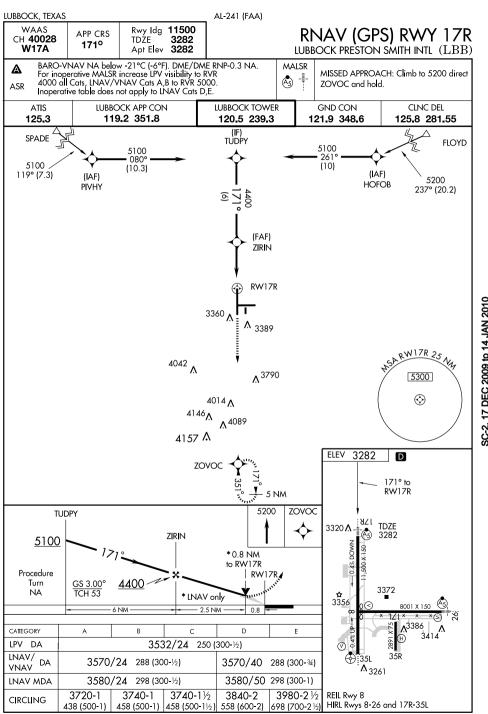


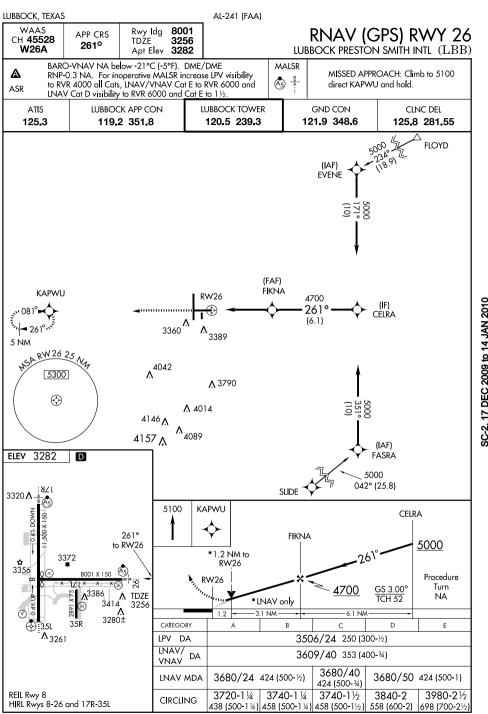


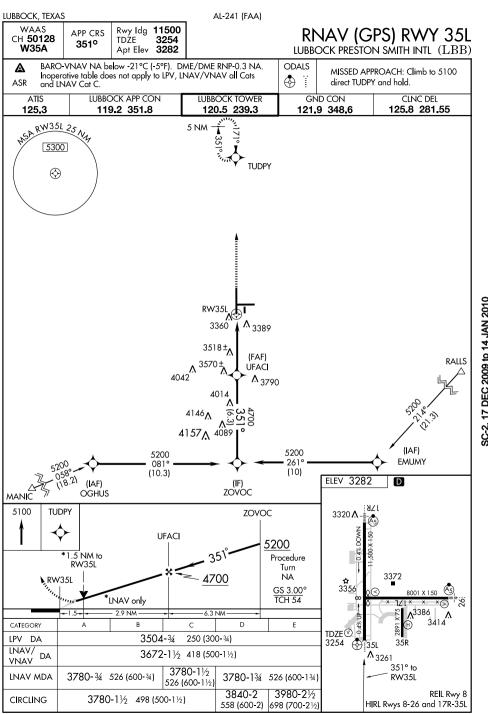


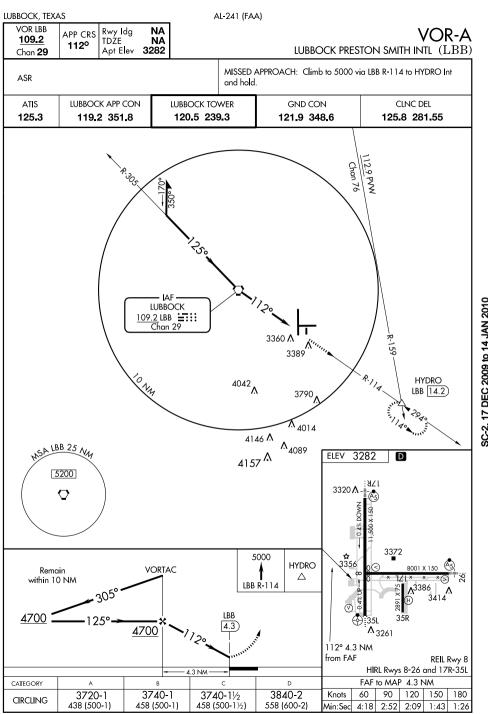


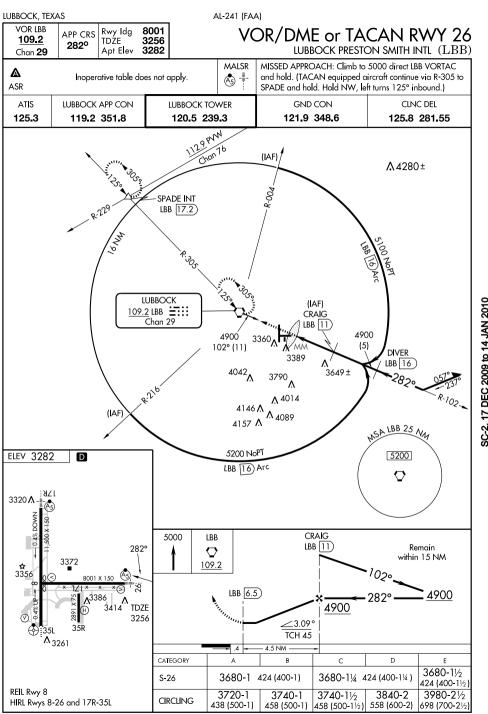


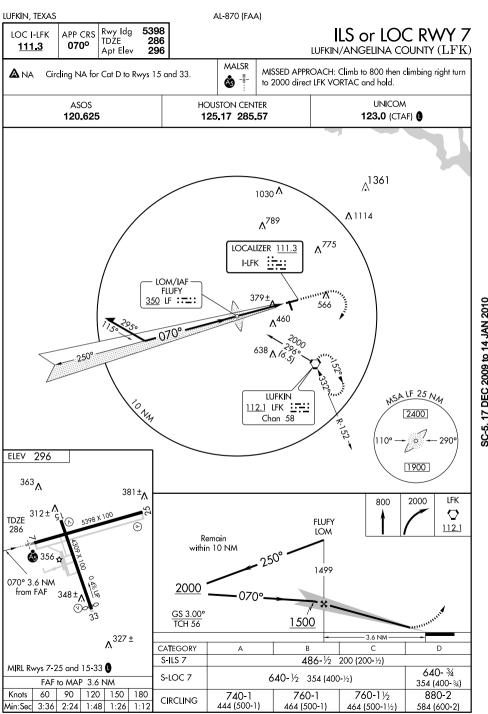


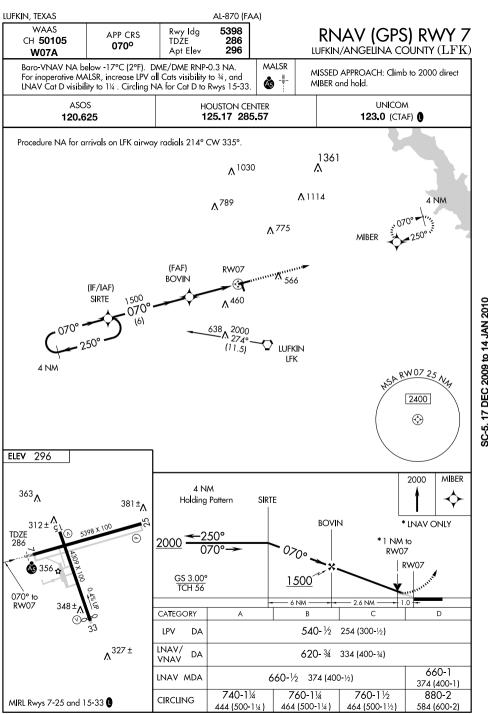






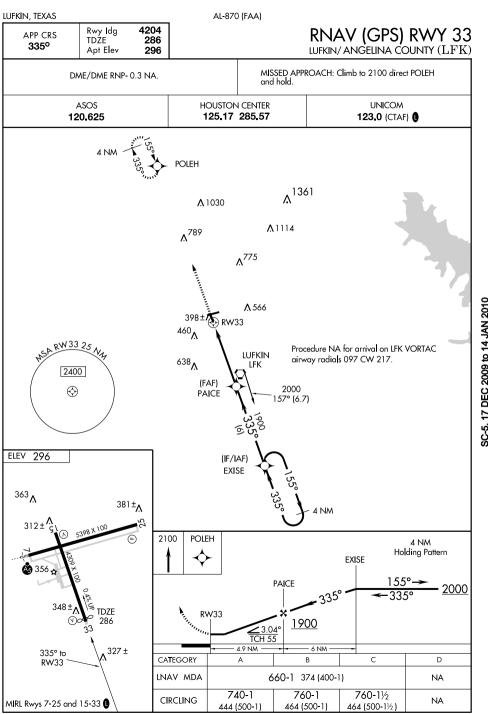


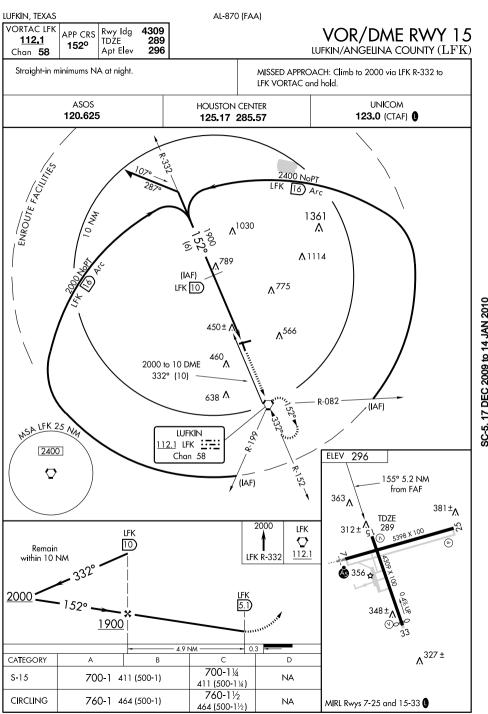




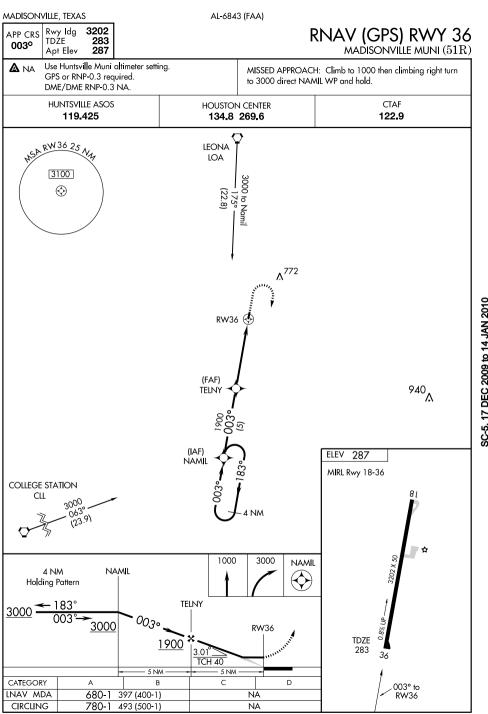
LUFKIN, TEXAS AL-870 (FAA) 4309 RNAV (GPS) RWY 15 Rwy Idg APP CRS TDŹE 289 155° LUFKIN/ANGELINA COUNTY (LFK) Apt Elev 296 MISSED APPROACH: Climb to 2000 direct DME/DME RNP-0.3 NA. EXISE and hold. ASOS HOUSTON CENTER UNICOM 125.17 285.57 123.0 (CTAF) 0 120.625 4 NM 2100 NOPT (IAF) AFRUH (5.6) (IF/IAF) 2400 POLEH 288. 1361 ∆ (38.7) Λ_1030 789 Λ1114 Λ _{479±} **RAFTO** (FAF) ۸⁷⁷⁵ NOAAH SC-5, 17 DEC 2009 to 14, IAN 2010 Λ⁵⁶⁶ NSA RW 15 25 Ny ⁴⁶⁰∧ 2100 to Poleh 334° (16) 2400 638**^** \Diamond LUFKIN LFK ELEV 296 155° to **EXISE** RW15 ³⁶³∧ 381±∧ TDZE 289 5398 X 100 4 NM 2000 **EXISE POLEH** Holding Pattern 356 🚓 NOAAH 2100 1550 1.1 NM to RW15 348± 2000 RW15 3.05° <u>></u> TCH 48 Λ^{327 ±} 6 NM -4 NM CATEGORY D 700-11/4 700-1 411 (500-1) NA LNAV MDA 411 (500-11/4) 740-1 760-1 760-1½ CIRCLING NA MIRL Rwys 7-25 and 15-33 (<u>464 (5</u>00-1) 444 (500-1) 464 (500-11/2)

LUFKIN, TEXAS AL-870 (FAA) 5398 Rwy Idg RNAV (GPS) RWY 25 APP CRS TDŹE 296 250° LUFKIN/ANGELINA COUNTY (LFK) Apt Elev 296 DME/DME RNP- 0.3 NA. MISSED APPROACH: Climb to 2000 direct SIRTE and hold. Circlina NA for Cat D to Rwys 15-33. UNICOM HOUSTON CENTER **ASOS** 120,625 123.0 (CTAF) (125.17 285.57 1361 ∆ ∧ ¹⁰³⁰ **11114** 4 NM ۸⁷⁸⁹ ⁷⁷⁵∧ 1900 738 ± Λ^{439±} SC-5, 17 DEC 2009 to 14, IAN 2010 (IF/IAF) RW25 **MIBER** 566 (FAF) JEDZE SIRTE 15A RW 25 25 NA 638 **∧** 2400 \bigcirc 4 NM LUFKIN LFK Procedure NA for arrival on LFK VORTAC airway radials 346 CW 107. ELEV 296 250° to ³⁶³Λ RW25 381± 2000 SIRTE MIBER 4 NM 312± **JEDZE** Holding Pattern HUSUN **TDZE** 296 1.5 NM to 356 RW25 **RW25 ∠** 3.05° TCH 45 1900 820 Λ^{327 ±} - 1.5 NM → --3.3 NM → -6 NM-CATEGORY C D Α В 660-11/4 660-1 364 (400-1) LNAV MDA 364 (400-11/4) 740-1 760-1 760-11/2 880-2 CIRCLING MIRL Rwys 7-25 and 15-33 **()** 464 (500-1) 444 (500-1) 464 (500-11/2) 584 (600-2)

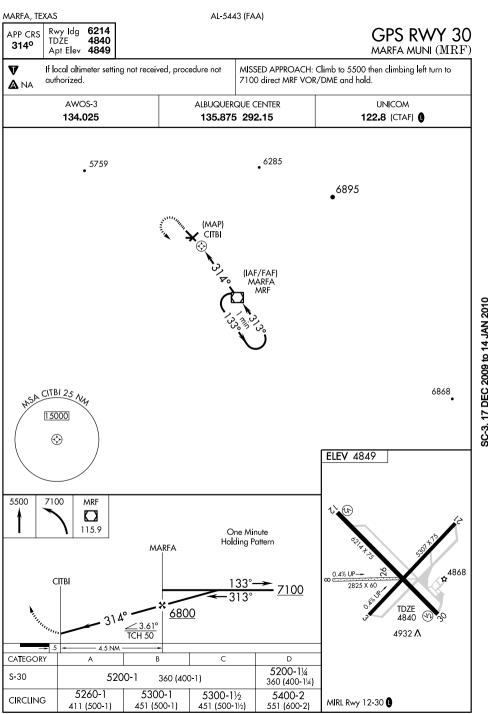


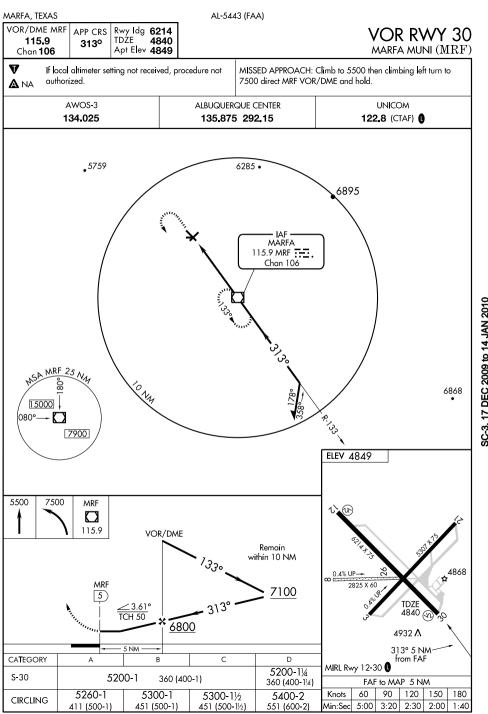


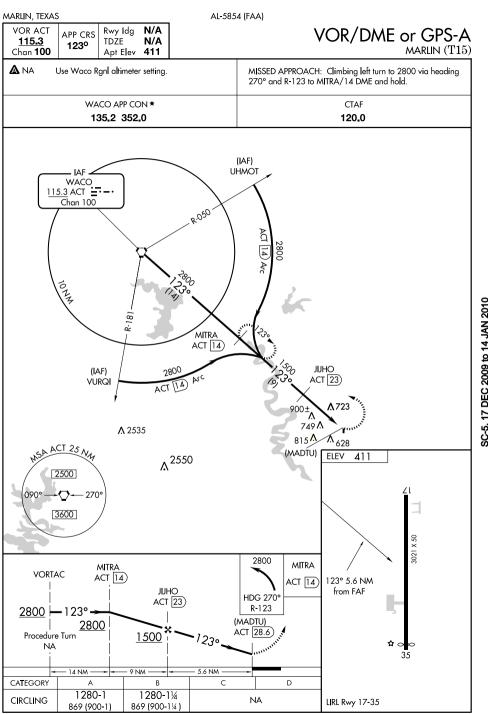
MADISONVILLE, TEXAS	AL-6843 (FAA)						
APP CRS TDZE 287 Apt Elev 287		RNAV (GPS) RWY 18 MADISONVILLE MUNI (51R)					
Luse Huntsville Muni altimeter setti DME/DME RNP-0.3 NA.	i altimeter setting. MISSED APPROACH: Climb to 1500, then climbing right turn						
HUNTSVILLE ASOS 119.425	HOUSTON CENTER 134.8 269.6	CTAF 122.9					
Λ ₁₀₄₄	(IAF) LEONA LOA 4 NM O						
	008 (5) 442 ± Λ (FAF) NALSY Λ 767 RW18 (7) (7) (7) (7) (7) (7) (7) (7) (7) (7)						
RW 18 25 N ₂ 3100 ⊕	Tuniv.	ELEV 287 183° to RW18 TDZE 81 287					
3.00° TCH 40	183° 2000 Proced Turr NA	n °					
CATEGORY A E LNAV MDA 720-1 433 (500-1 CIRCLING 780-1 493 (500-1		MIRL Rwy 18-36					

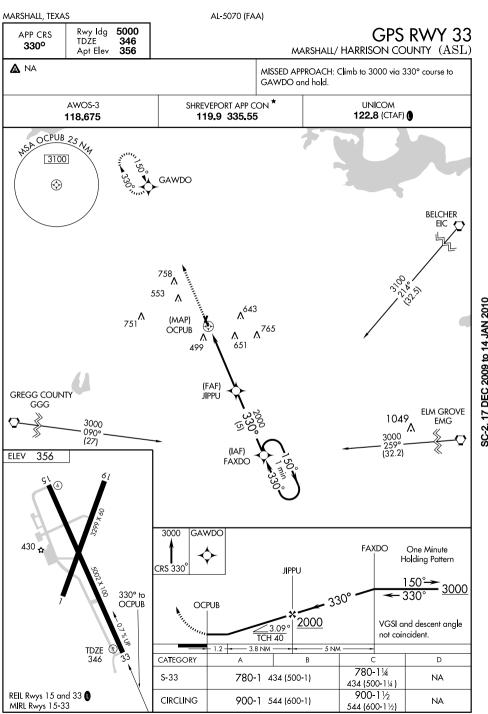


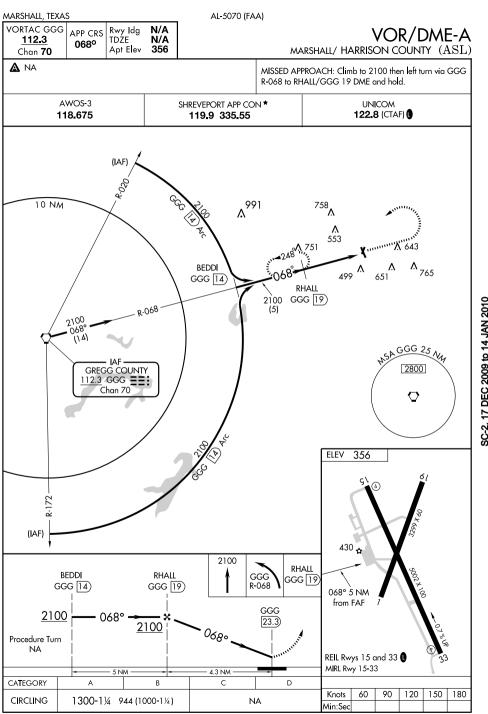
SELEV 287 168° 4.4 NM from FAF 10 NM	110.8 108° 108° 287 287 108° 287 287 108° 287	MADISONVILLE	E, TEXAS		AL-6843 (FA	A)				
Use Huntrelle Muni olimeter setting. MISSED APPROACH: Climb to 1500, then climbing right turn to 2000 direct LOA VORTAC and hold. HUNITSVILLE ASOS 119.425 HOUSTON CENTER 134.8 269.6 122.9 NePT for crivials on LOA VORTAC ordered to the control of the cont	Use Huntwille Muni olimeter setting.	<u>110.8</u>	1600 TDZE	287			VOR/D	ONVILLE	YWY	18
HUNTSVILE ASOS 119.425 HOUSTON CENTER 134.8 269.6 R-348 NoPT for arrivals on LOA VORTAC cinvey radiab R-322 CW R-013 OWZUT LOA B OWZUT LOA B A772 One Minute Holding Pattern VORTAC One Minute Holding Pattern OWZUT LOA B OWZUT LOA	HUNTISMILE ASOS 119.425 HUNTISMILE ASOS 119.425 HOUSTON CENTER 122.9 R-348 NoFT for crivicils on LOA VORTAC invery redicils R-322 CW R-013 OWZUT IOA B OWZUT IOA B AND IOA 25 MA TOA B OWZUT IOA B TOZE 287 OWZUT IOA B TOZE 168° 4.4 NM From FAF 81 TOZE 287 AND IOA 25 MA WIRL Rwy 18-36 CATEGORY A B NM A 4 NM OWZUT IOA B OWZUT IOA B IOA						ACH: Climb to	1 <i>5</i> 00, then	climbing	
119.425 134.8 269.6 122.9 R.348 NoPT for arrivals on LOA VORTAC direvery radicis R-322 CW R-013 NoPT for arrivals on LOA VORTAC direvery radicis R-322 CW R-013 NoPT for arrivals on LOA VORTAC direvery radicis R-322 CW R-013 NoPT for arrivals on LOA VORTAC directory radicis R-322 CW R-013 NoPT for arrivals on LOA VORTAC directory radicis R-322 CW R-013 NoPT for arrivals on LOA VORTAC directory radicis R-322 CW R-013 NoPT for arrivals on LOA VORTAC directory radicis R-322 CW R-013 NoPT for arrivals on LOA VORTAC directory radicis R-322 CW R-013 NoPT for arrivals on LOA VORTAC directory radicis R-322 CW R-013 NoPT for arrivals on LOA VORTAC directory radicis R-322 CW R-013 NoPT for arrivals on LOA VORTAC directory radicis R-322 CW R-013 NoPT for arrivals on LOA VORTAC directory radicis R-322 CW R-013 NoPT for arrivals on LOA VORTAC directory radicis R-322 CW R-013 NoPT for arrivals on LOA VORTAC directory radicis R-322 CW R-013 NoPT for arrivals on LOA VORTAC directory radicis R-322 CW R-013 NoPT for arrivals on LOA VORTAC directory radicis R-322 CW R-013 NoPT for arrivals on LOA VORTAC directory radicis R-322 CW R-013 NoPT for arrivals on LOA VORTAC directory radicis R-322 CW R-013 NoPT for arrivals on LOA VORTAC directory radicis R-322 CW R-013 NoPT for arrivals on LOA VORTAC directory radicis R-322 CW R-013 NoPT for arrivals on LOA VORTAC directory radicis R-322 CW R-013 NoPT for arrivals on LOA VORTAC directory radicis R-322 CW R-013 NoPT for arrivals on LOA VORTAC directory radicis R-322 CW R-013 NoPT for arrivals on LOA VORTAC directory radicis R-322 CW R-013 NoPT for arrivals on LOA VORTAC directory radicis R-322 CW R-013 NoPT for arrivals radicis R	119.425 134.8 269.6 122.9 R-348 NoPT for arrivals on LOA VORTAC circumy radials R-322 CW R-013 OWZUT LOA B A772 One Minute Holding Pattern 2000 348° 168° 168° 168° 168° 100A 110.8 100A 10	A NA				turn to 2000 di	rect LOA VORTA	AC and hold		
NoPT for arrivals on LOA VORTAC AND TOO NOT AC TOO NOT ACT TO NOT ACT TO NOT ACT TOO NOT ACT TO NOT	NoPT for crivials on LOA VORTAC divvey rodicis R-322 CW R-013 NoPT for crivials on LOA VORTAC divvey rodicis R-322 CW R-013 OWZUT LOA B OWZUT LOA B TDZE 287 TDZE 287 TDZE 287 ARR. LEEV 287 ToZE 287 ToZE 287 ToZE 287 NRRL Rwy 18-36 CATEGORY A B C C C CATEGORY A B C C C C C C C C C C C C C C C C C C									
5-10 / OUT 1 4/3 (300-1) NA NIOS OU 70 120 130 160		One Mediana 2000 CATEGORY S-18	A 25 N/4 100 VOF Ainute Pattern - 348° 168° A 760-1 4	RTAC 1680 180 8 NM — 8 NM — 8 73 (500-1)	1500 OWZUT LOA B TCH 40 OWZUT LO	IAF LEONA 110.8 IOA Chan 45 DWZUT DA B A A A A A A	ELEV 287 MIRL Rwy 18- Knots 60	88 88 95 2025 95 36 36 36	168° 4. from F/ l TDZE 287	AF

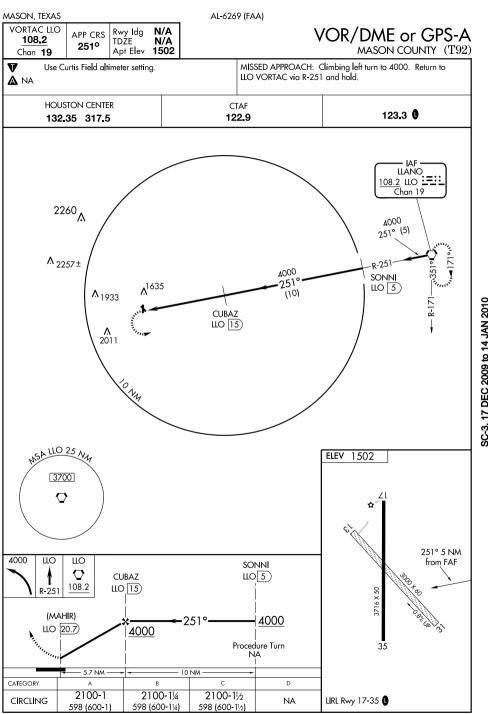


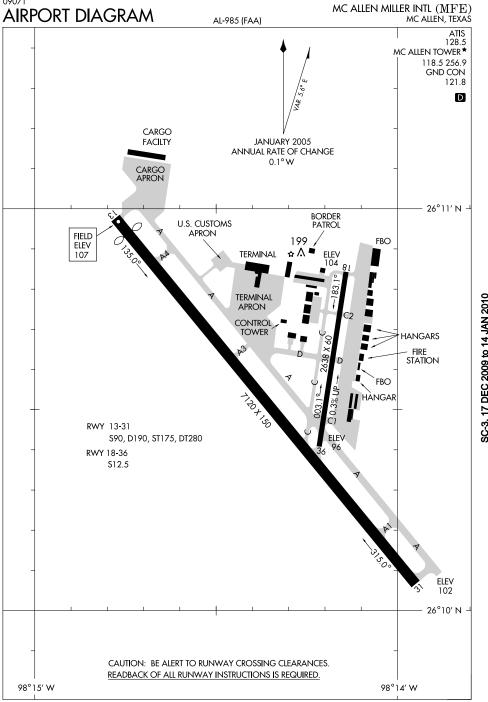


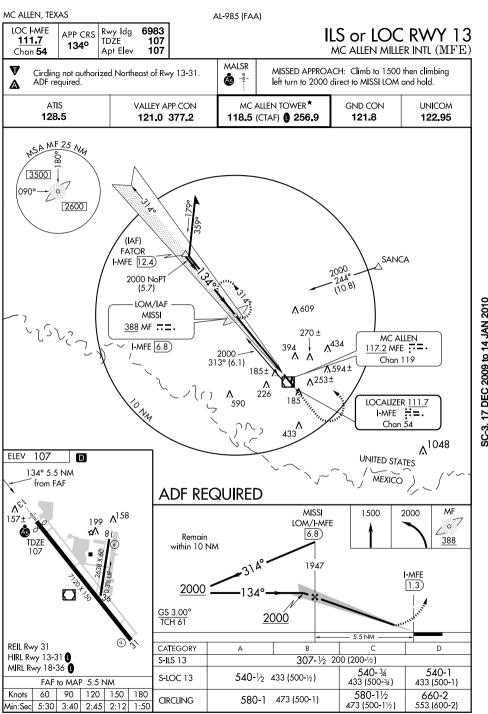


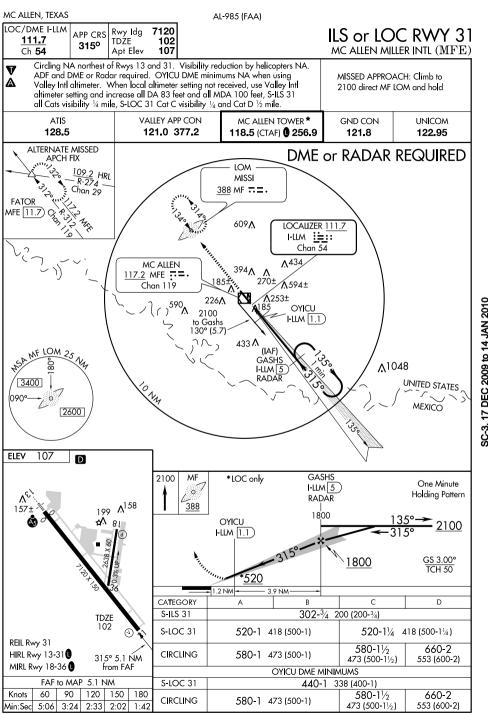


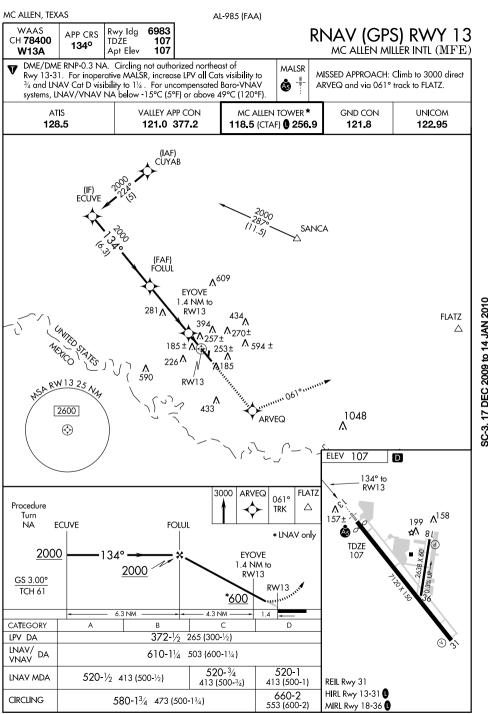


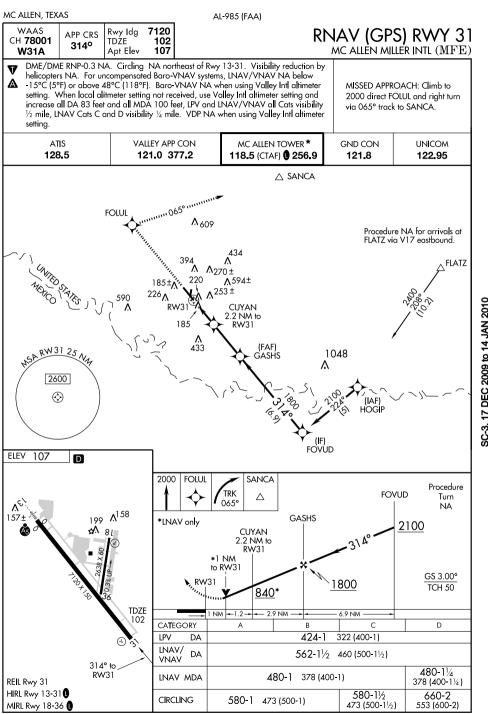


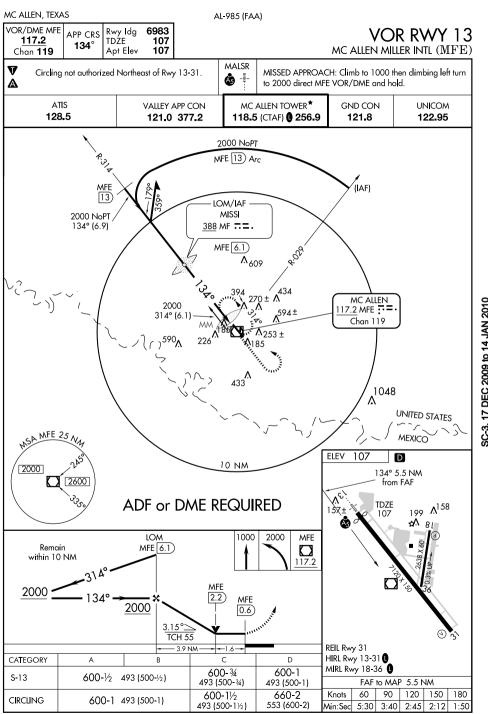


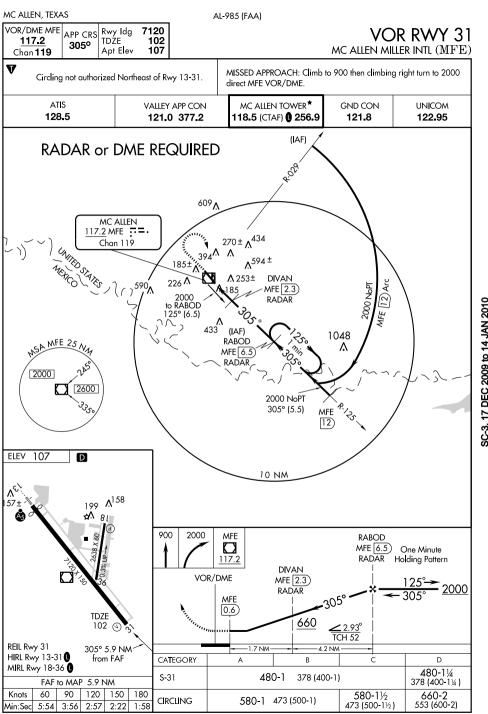


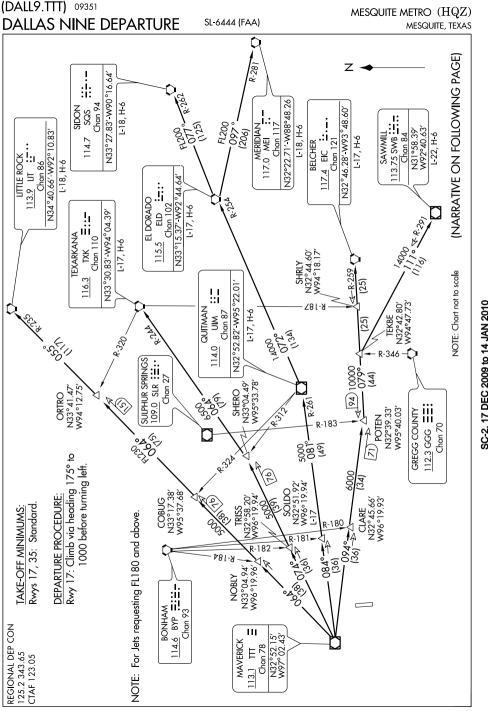












MESQUITE, TEXAS



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via

EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal

area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME

via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261

to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC. QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal

area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

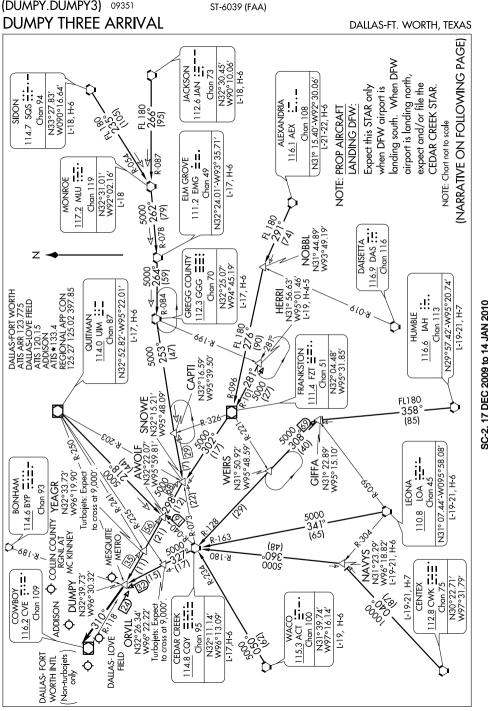
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC. SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES: Rwy 17: Tower 2.0 NM from DER, 1.8 left of centerline, 456' AGL/944' MSL.

SOLDO INT.



ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC, then via CQY R-327 to

DUMPY INT. Thence ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264

and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT.

then via CVE R-118 to DUMPY INT. Thence

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT

R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT.

then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU

R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT. MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and

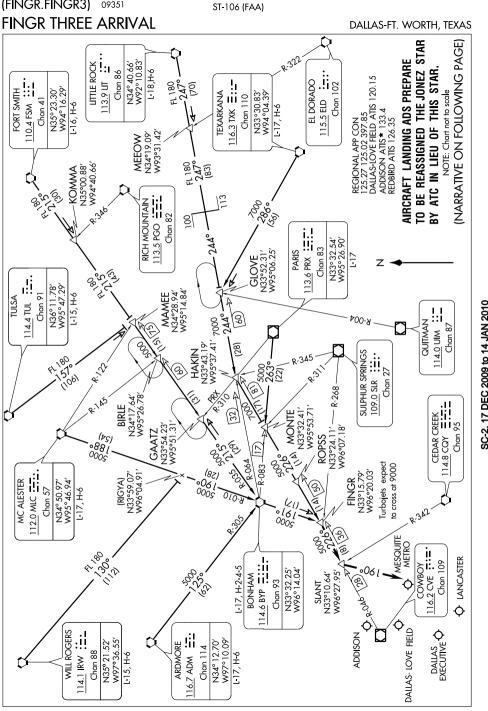
EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT.

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC,

then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence

. . . . From over DUMPY INT. LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course. LANDING NORTH: Expect vectors to final approach course.



07298

ST-106 (FAA) FINGR THREE ARRIVAL (FINGR.FINGR3)

DALLAS-FORT WORTH, TEXAS

SC-2, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence

FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to

FINGR INT. Thence LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247

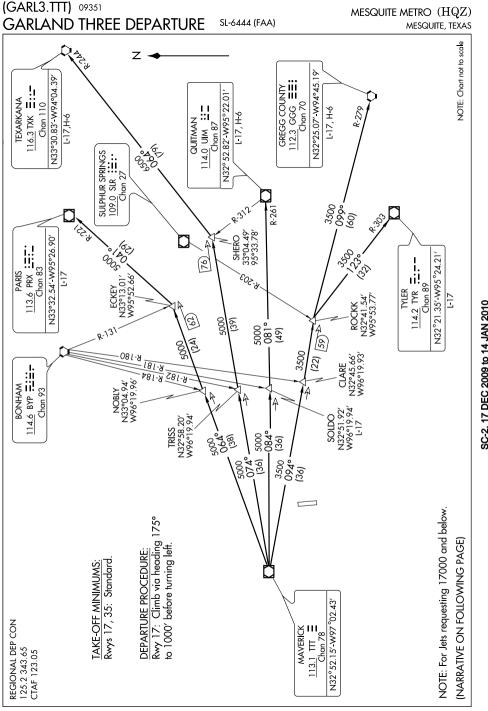
and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to

MONTE INT, then via CVE R-046 to FINGR INT. Thence TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence

TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130

and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence From over FINGR INT via CVE R-046 to SLANT INT. AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final

approach course. AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.



(GARL3.TTT) 09351 MESQUITE METRO (HQZ) GARLAND THREE DEPARTURE SL-6444 (FAA) MESQUITE, TEXAS 77 DEPARTURE ROUTE DESCRIPTION When entering controlled airspace, fly assigned heading to appropriate route. LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC. PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME. QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME. SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT. TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC. TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK SC-2, 17 DEC 2009 to 14 JAN 2010 INT, then via TYR R-303 to TYR VOR/DME. TAKE-OFF OBSTACLE: Rwy 17: Tower 2 NM from DER, 1.8 NM left of centerline, 456' AGL/944' MSL.

(GREGS.GREGS6) 09351	ST-106 (FAA)	
GREGS SIX ARRIVAL	DAL	LAS-FT. WORTH, TEXAS
TULSA TULSA TOPO (Plan 91 NA92-47.29 NA92-86.86 NA92-86.86	ACKME N33° 50.85' W97° 40.67' MASTY MASTY CREGS N33° 43.14' MIDA Iurbojest Landing South: Expect to cross at 11000 N33° 40.85' Turbojest landing or DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 1000 Turbojest landing at DTU Expect to cross at 8000 Turbojest landing at DAU See note. OB0° DENTON COLIIN COLINY OF NATION DENTON DENTON COLIN COLINY OF NATION DENTON	MCKINNEY ADDISON LLAS-LOVE FIELD MESCUITE METRO LANCASTER
WILL ROGERS 114.1 IRW :=:- Chan 88 N35°21.52~W97°36.55 N34°21.30 CHARE W98°21.30 CHARE N98°21.30 CHARE	5000 5000	MILISAP WY7, 47.20 I-17,H-6 Chan 124 Chan 124
HEATR N34-49-47 W99-550-94	200-9	120.15 120.15 126.35 126.35 ADDISC 133.4 REGION 119.05 113.7 ABILE Chan
BORGER 108.6 BGD = Chan 23 N35-48.42 W101° 22.93 L15.46 PANHANDIE Chan 13 CHIDRESS N35-14.10 W101° 41.94 CHIDRESS L15, H-6 Chan 123 CANID	FI 180 N34° 12.25' N36° 20' N36° 12.25' (89) TEXICO TURKI N34° 18.05' N36° 20' N37° 18.05' N37° 18.05' N37° 18.05' N38° 18.05' N40° 20' N38° 20' N40° 20' N	NOTE: TURBOJET AIRCRAFT LANDING DAL: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR. NOTE: Chart not to scale (NARRATIVE ON FOLLOWING PAGE)

ST-106 (FAA)

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT Thence

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to

GREGS INT. Thence

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to

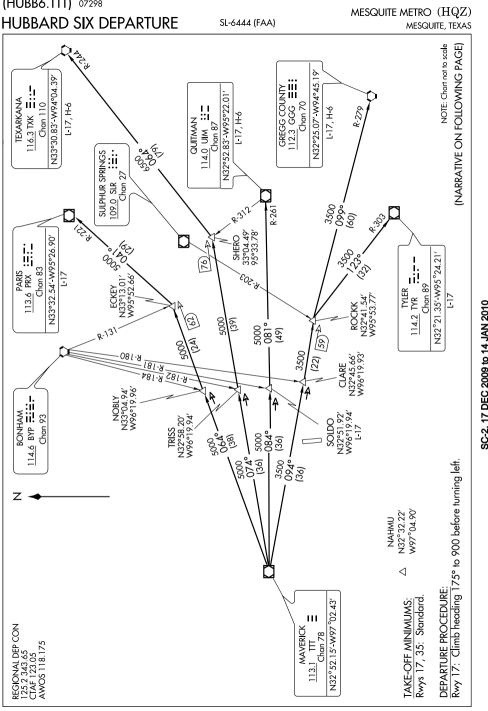
MOOSE INT. then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT Thence

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 17 DEC 2009 to 14 JAN 2010







When entering controlled airspace, fly assigned heading and altitude to appropriate

route.

DEPARTURE ROUTE DESCRIPTION

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC. PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY

INT, then via PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES: Rwy 17:

Multiple trees, sign and fences beginning 10' from departure end of runway, 362' left of centerline, up to 35' AGL/478'

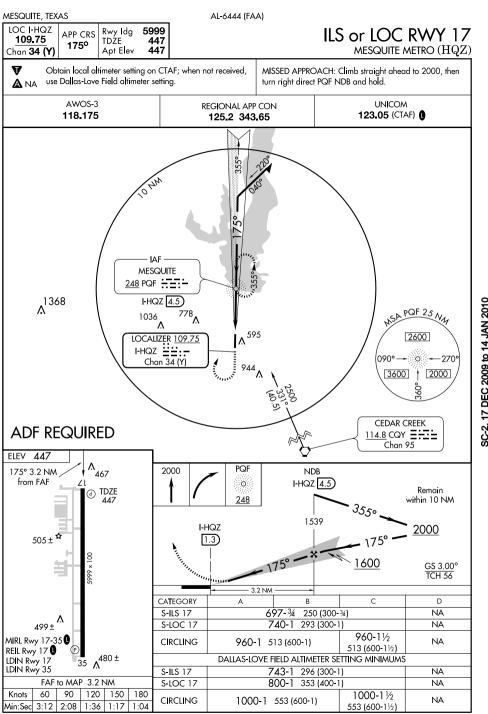
MSL. Rwy 35:

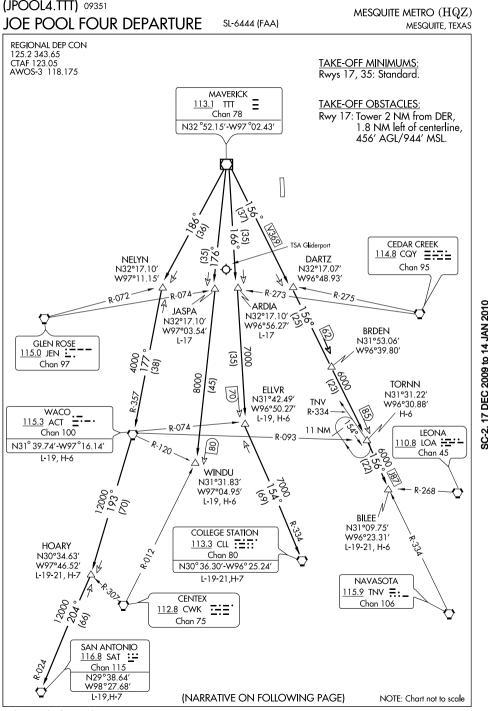
Hangar 53' from departure end of runway, 497' left of centerline, 23' AGL/470' MSL.

Multiple trees and poles beginning 999' from departure end of runway, 708' left of centerline, up to 44' AGL/483' MSL. Bush 45' from departure end of runway, 466' right of centerline, 10' AGI/457' MSL.

Pole 814' from departure end of runway, 288' right of centerline, 27' AGL/467/ MSL.

Construction equipment 892' from departure end of runway, 628' right of centerline, 59' AGL/489' MSL.





V

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156

to BRDEN INT. COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston

Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC. ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT

VOR/DME via TTT R-166 to ELLVR INT. HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC,

then via ACT R-193 to HOARY INT. JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME

via TTT R-176 to JASPA INT. SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and

San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

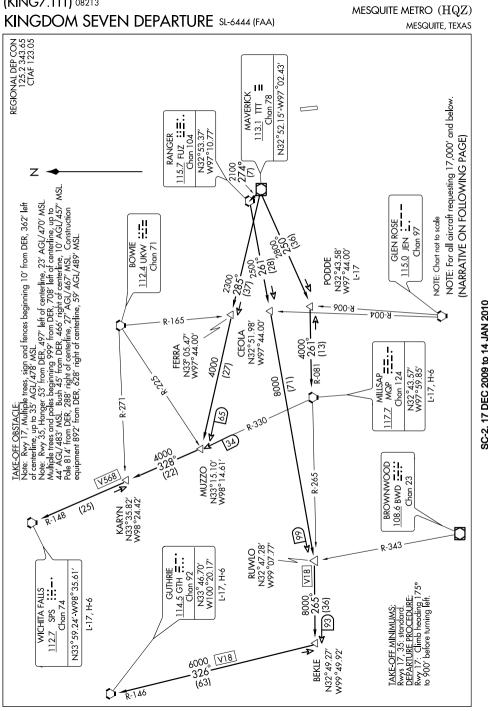
TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT

R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4. WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or

MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.



(KING/.111) 08213 MESQUITE METRO (HQZ) KINGDOM SEVEN DEPARTURE SL-6444 (FAA) MESQUITE, TEXAS

V DEPARTURE ROUTE DESCRIPTION

SC-2, 17 DEC 2009 to 14 JAN 2010

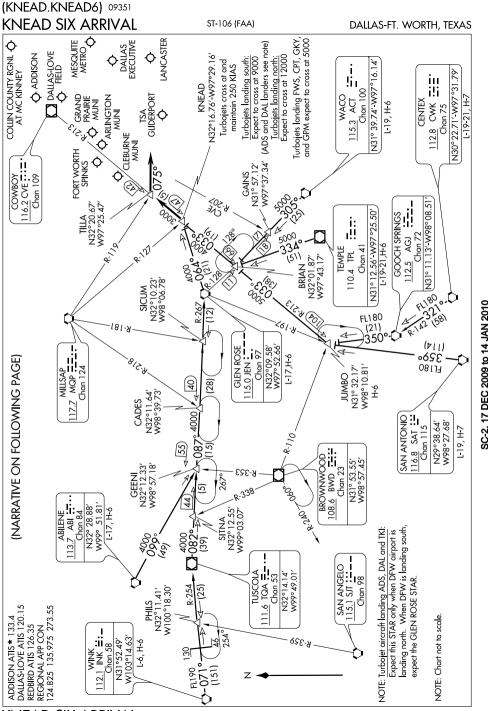


When entering controlled airspace fly assigned heading and altitude to

appropriate route. GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock

terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC. MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC. PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT. WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the

Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZÓ INT, then via SPS R-148 to SPS VORTAC.



WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading

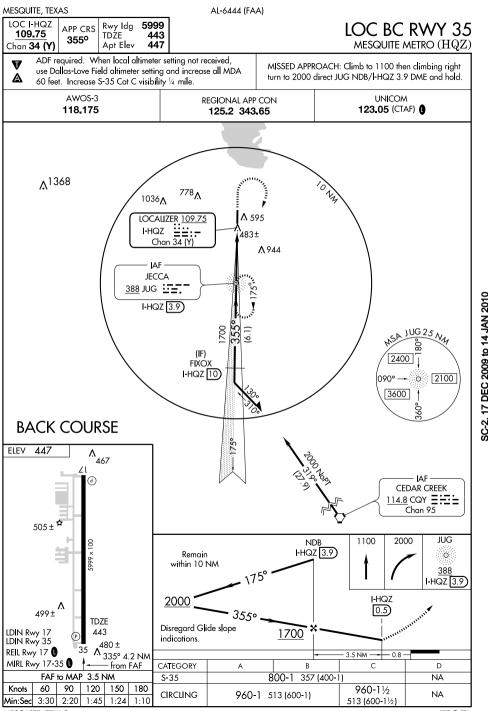
WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267

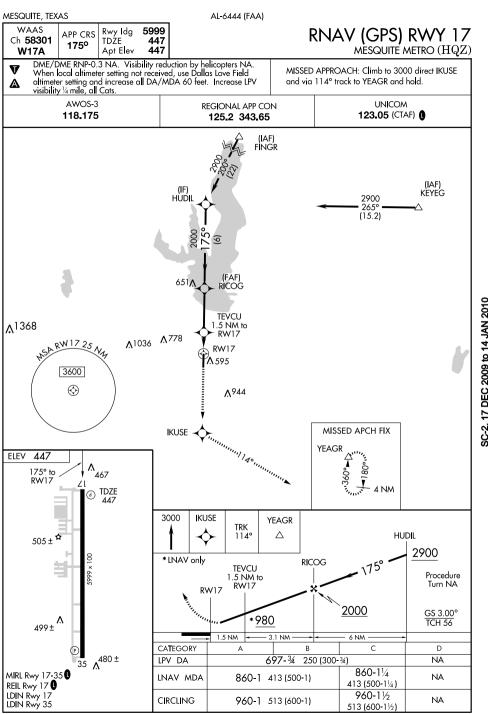
to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence

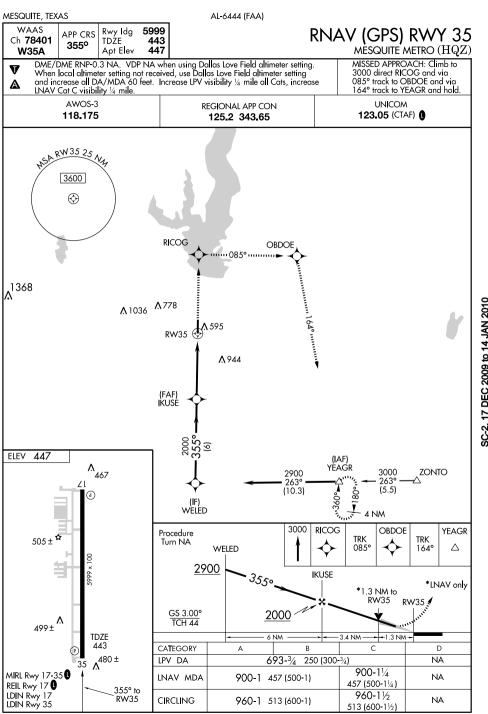
to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence

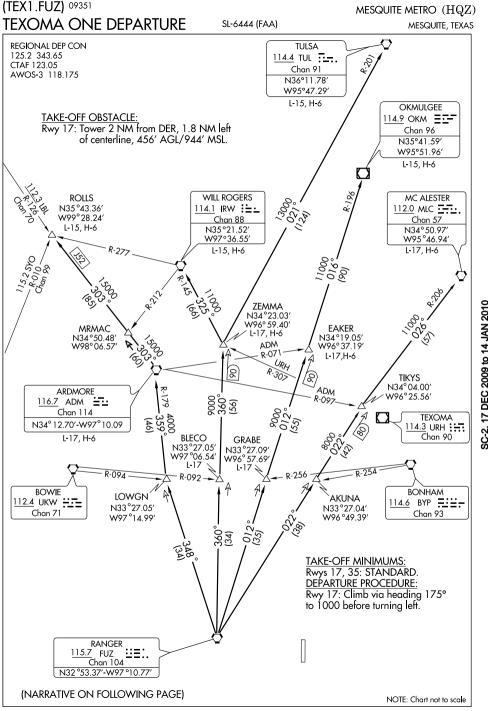
075° for vectors to final approach course.

SC-2, 17 DEC 2009 to 14 JAN 2010









OKM VOR/DME.

SL-6444 (FAA)

V

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT. EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal

area) From over FUZ VORTAC via FUZ R-012 to FAKER INT

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT,

then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.1 From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM

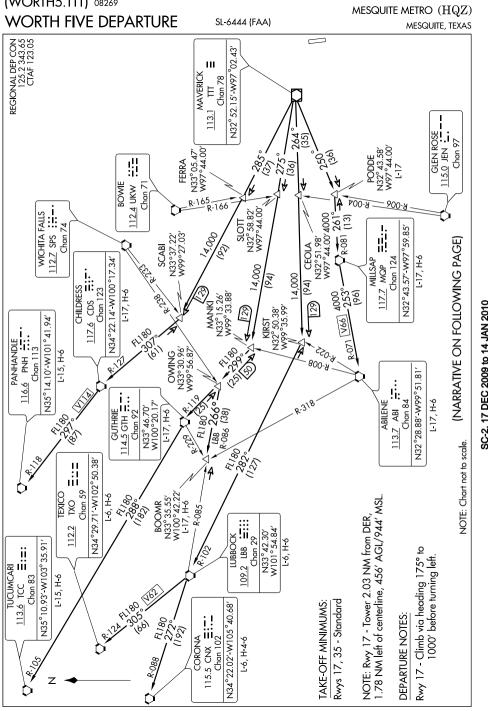
R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the

Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.



(WORIH5.111) 06215 MESQUITE METRO (HQZ) **WORTH FIVE DEPARTURE** SL-6444 (FAA) MESQUITE, TEXAS

DEPARTURE ROUTE DESCRIPTION

V

route

When entering controlled airspace, fly assigned heading and altitude to appropriate

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE

INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABLINT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088

to CNX VORTAC. GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to

MANKI INT, then via GTH R-119 to GTH VORTAC. LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to

KIRST INT, then via LBB R-102 to LBB VORTAC. MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to

PODDE INT, then via MQP R-081 to MQP VORTAC. PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285

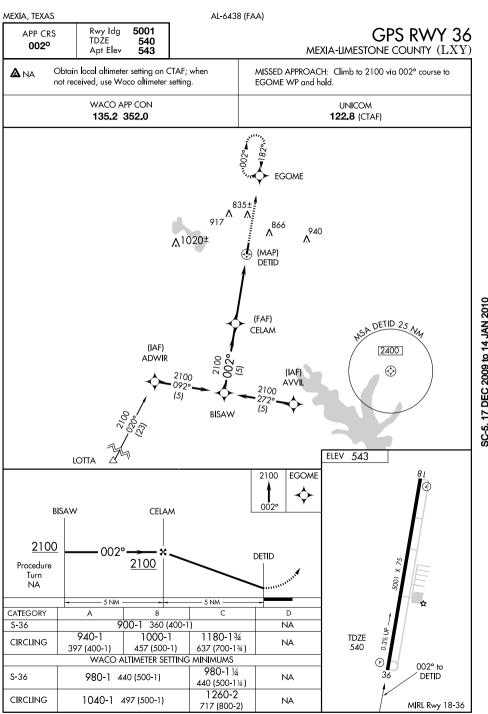
to SCABLINT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

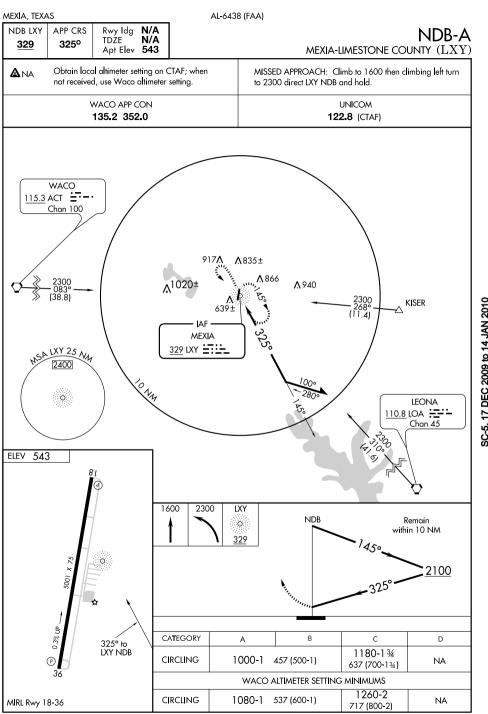
PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

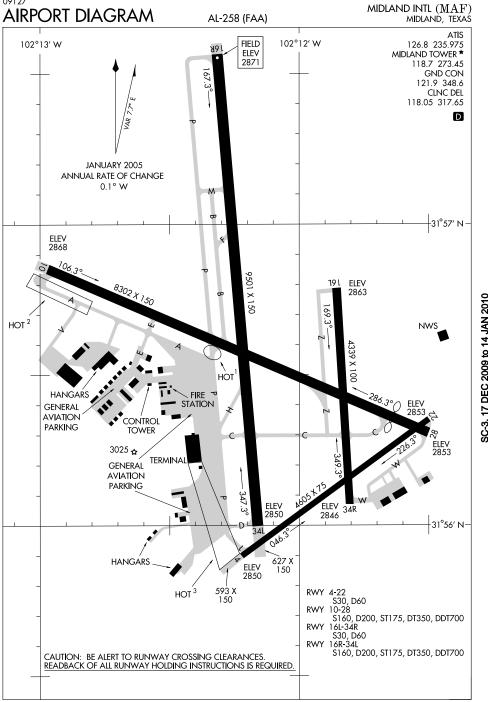
TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

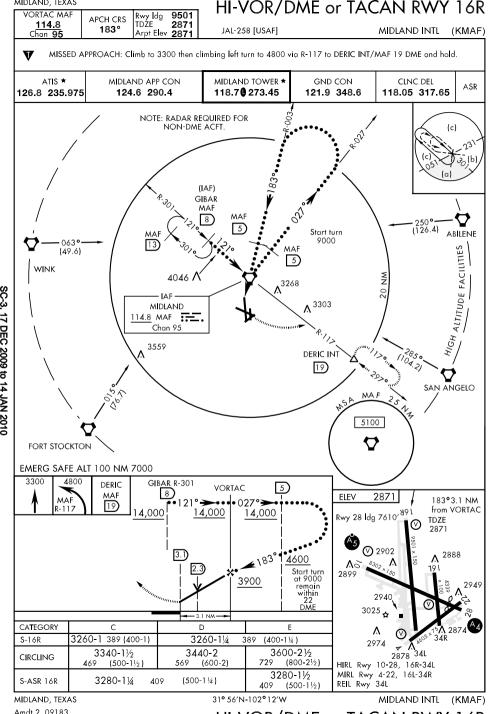
TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

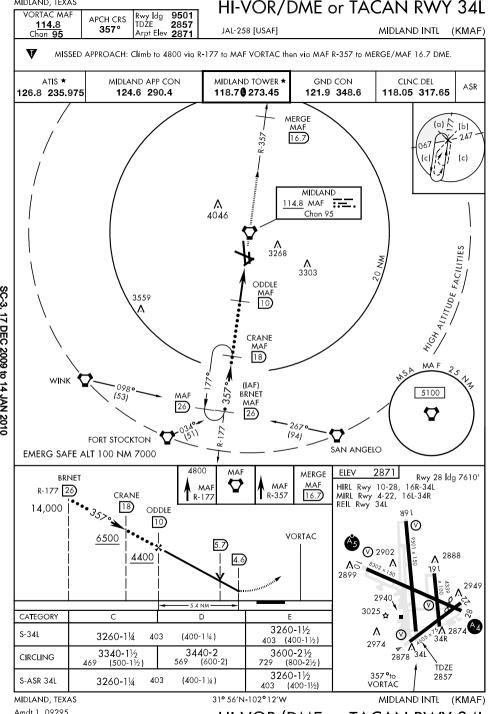
SC-2, 17 DEC 2009 to 14 JAN 2010

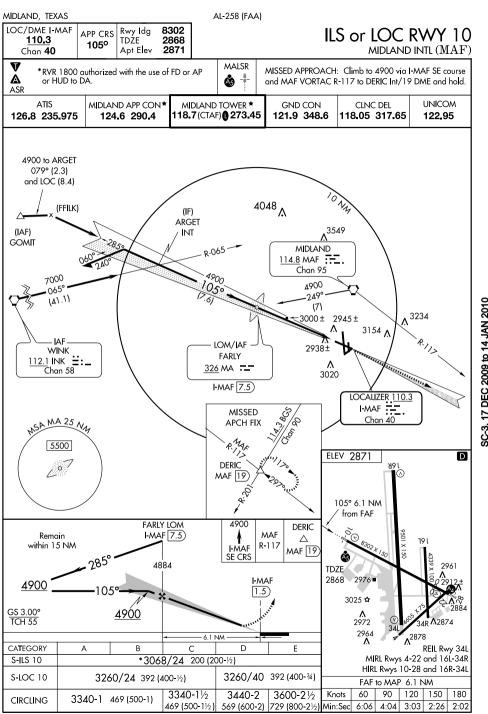


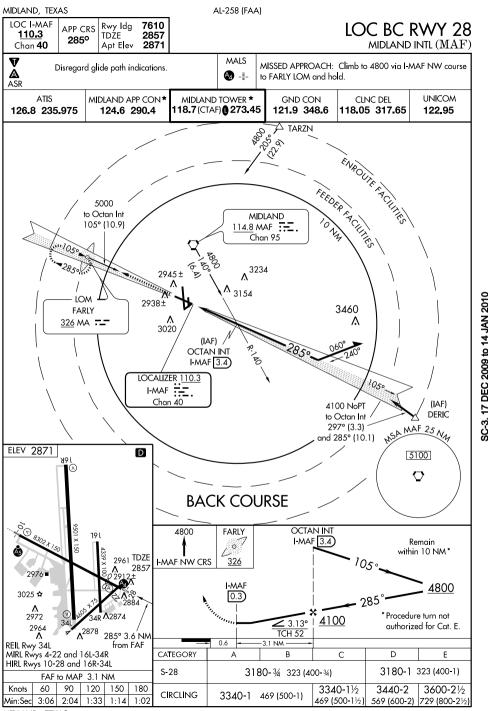












(MAF4.MAF) 09015

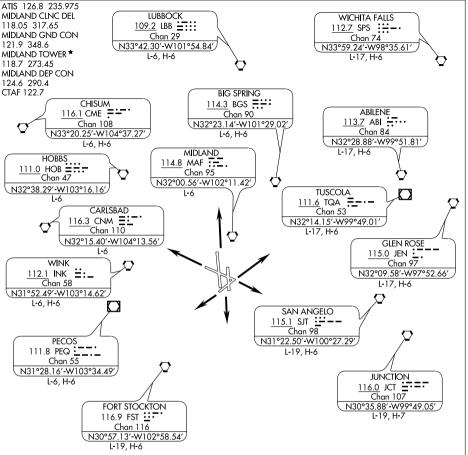
AAIDLAALD FOLID DEDARTLIDE MIDLAND INTL (MAF)

MIDLAND FOUR DEPARTURE SL-258 (FAA)

AND INTL (MAF) MIDLAND, TEXAS

SC-3, 17 DEC 2009 to 14 JAN 2010

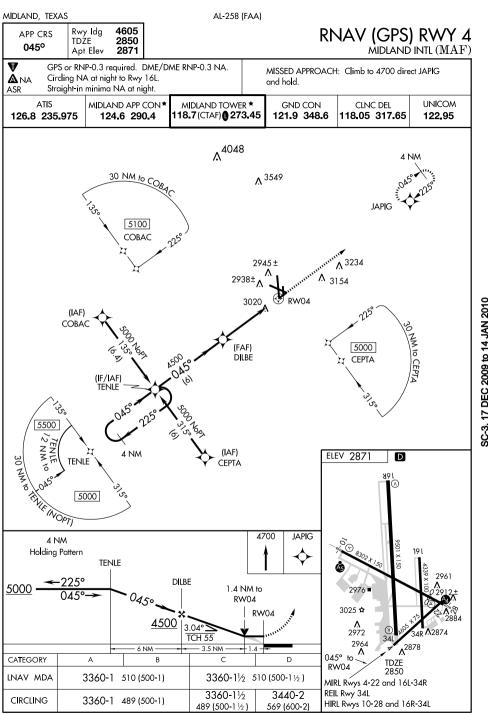
NOTE: Chart not to scale.

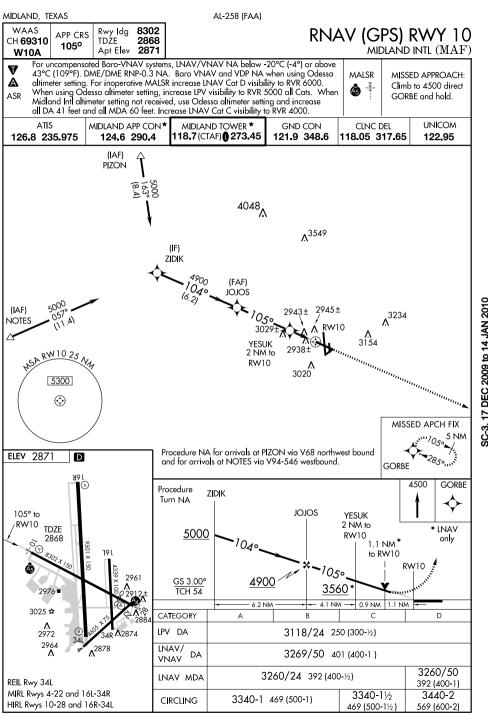


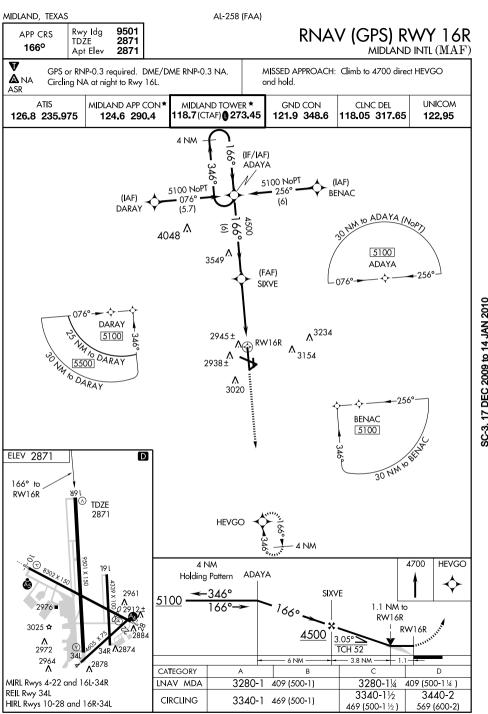
DEPARTURE ROUTE DESCRIPTION

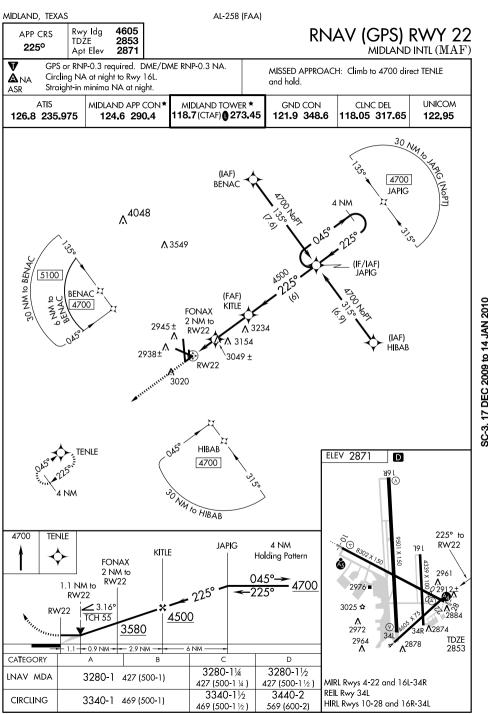
V

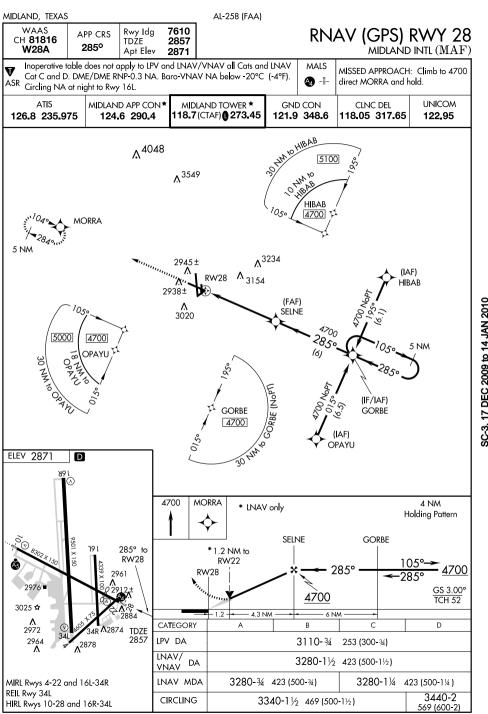
ALL RUNWAYS: Fly runway heading. Expect radar vectors to filed route/fix. Maintain 13,000' (or filed lower altitude) and expect clearance to filed flight level/altitude 10 minutes after departure.

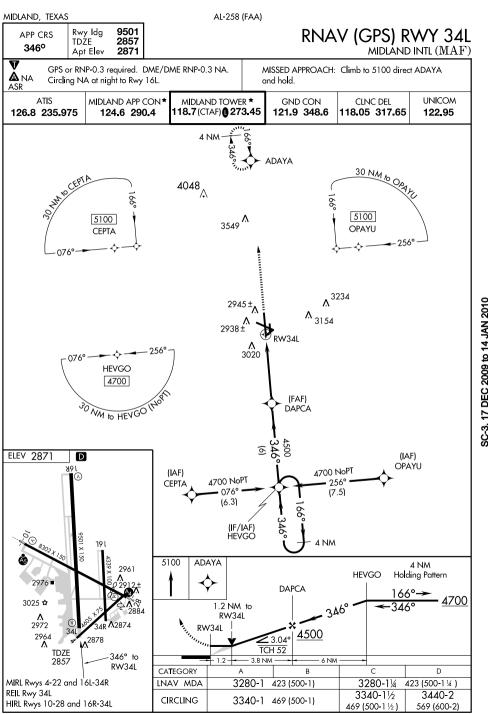


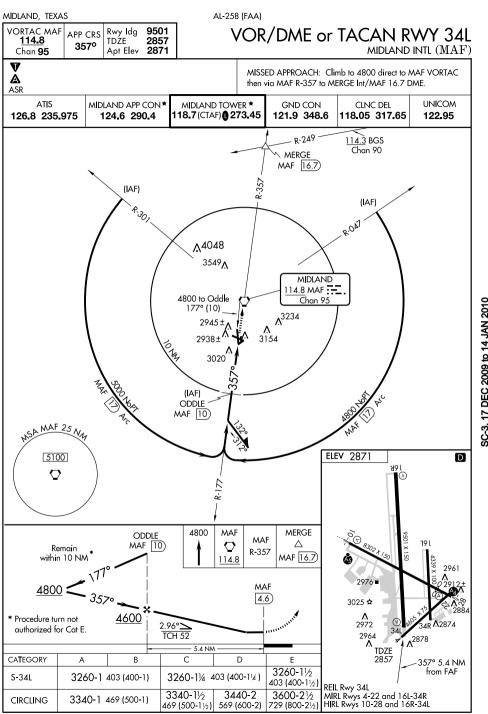


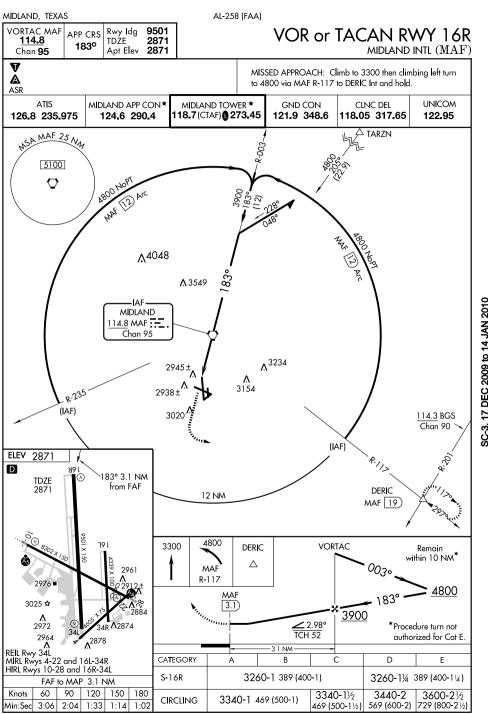


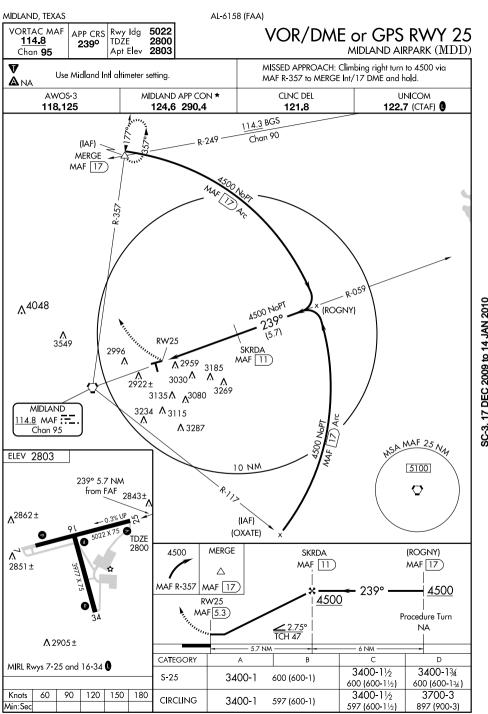


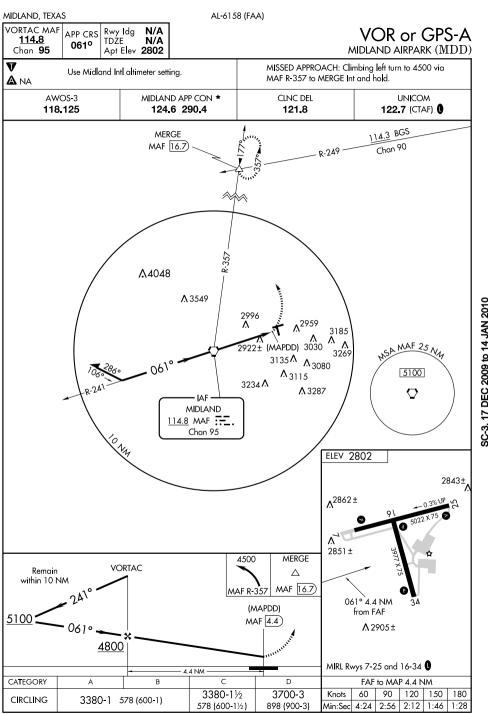


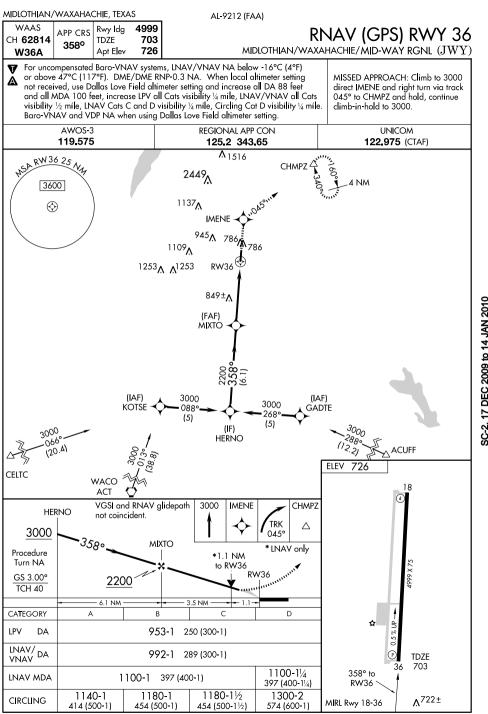


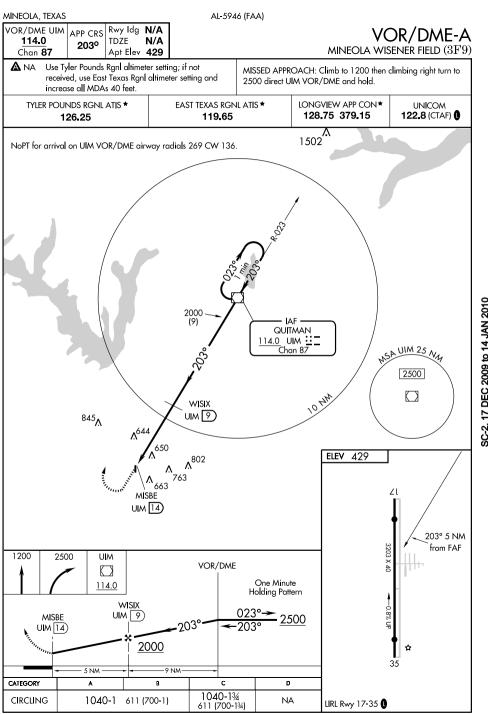


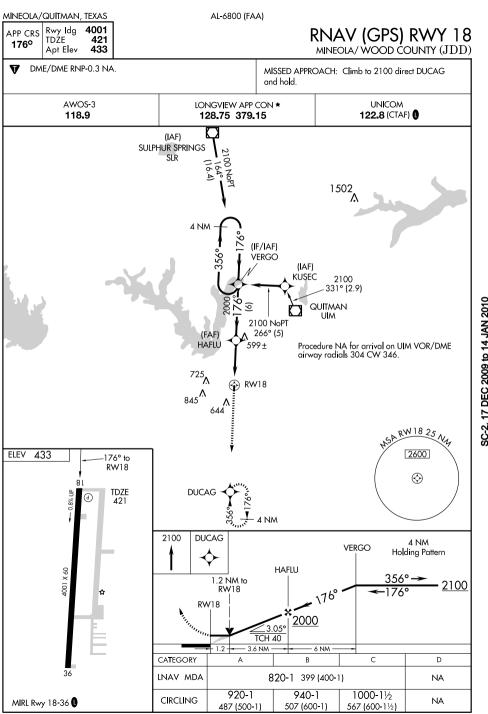


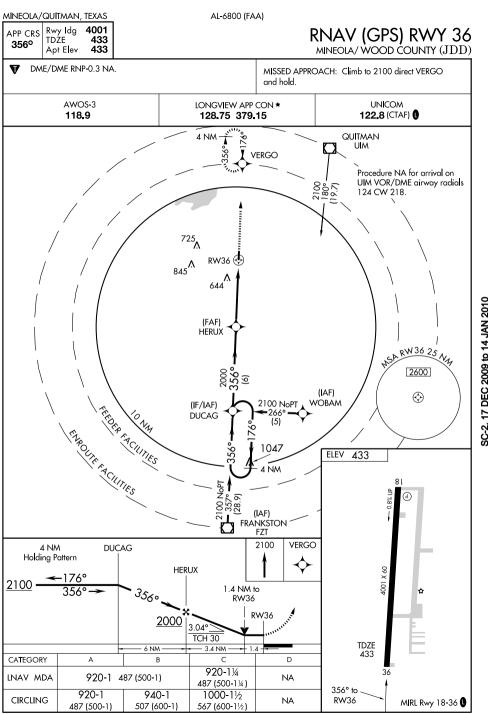


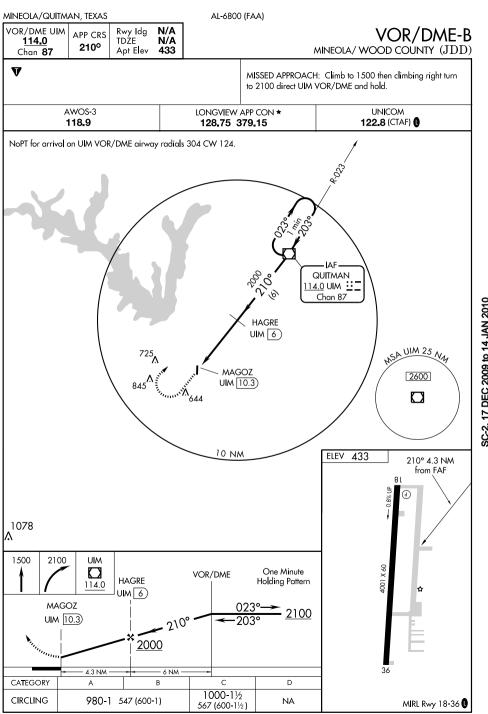


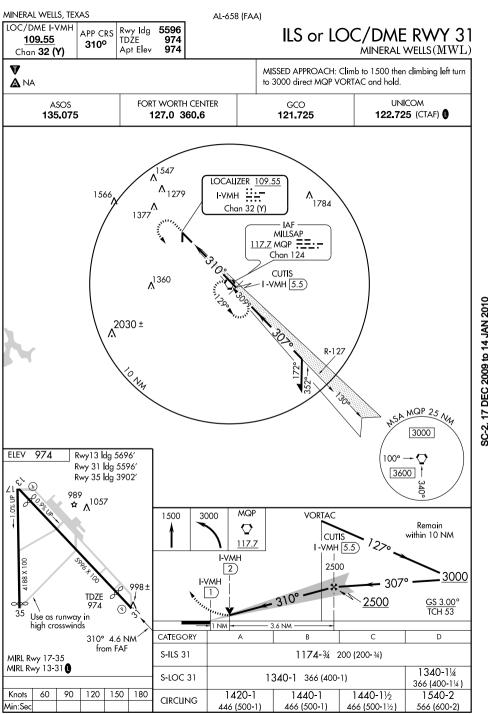


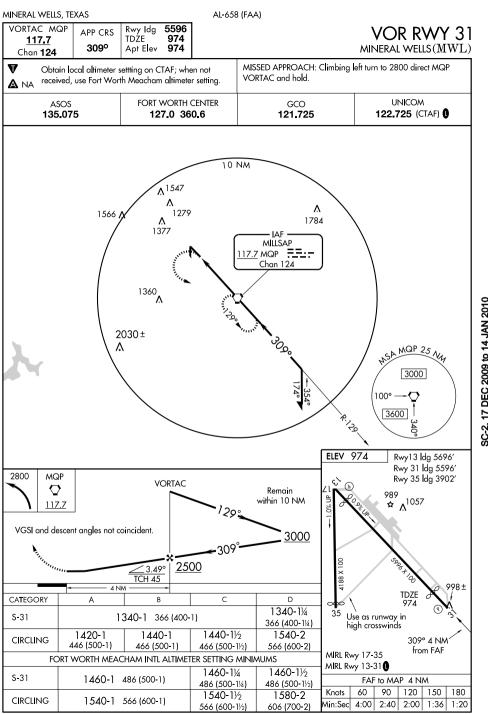




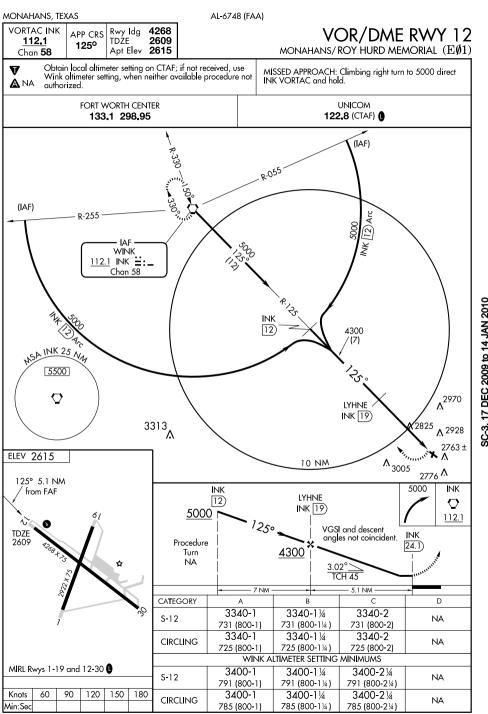


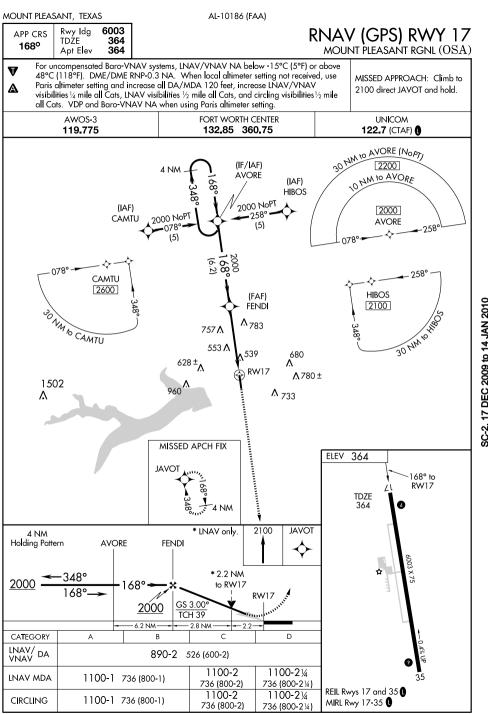




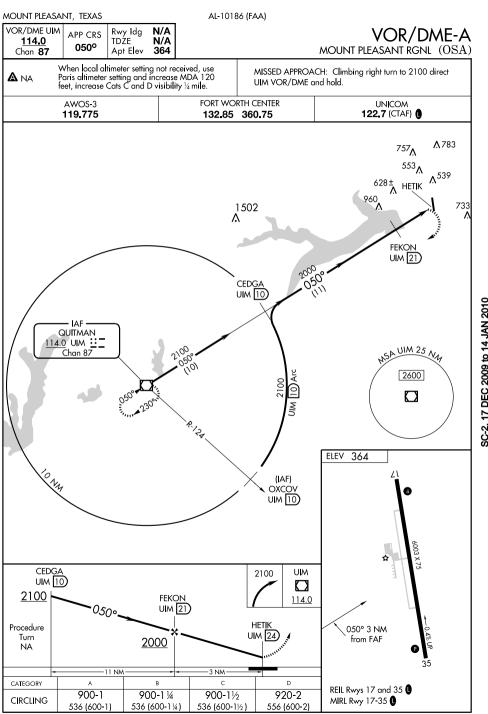


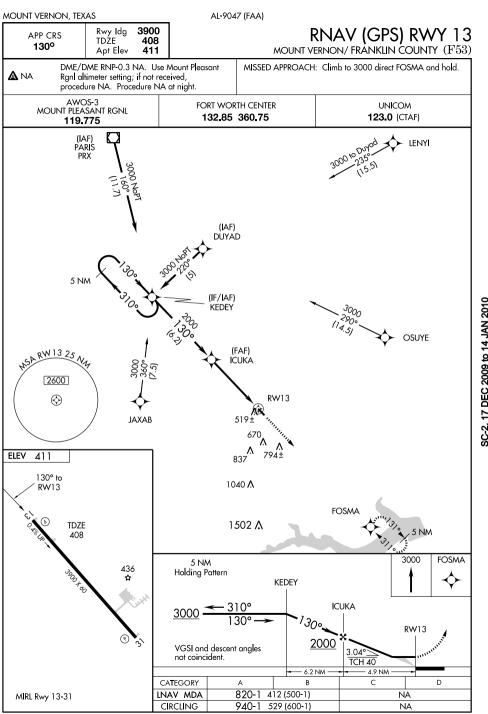
SC-3, 17 DEC 2009 to 14 JAN 2010



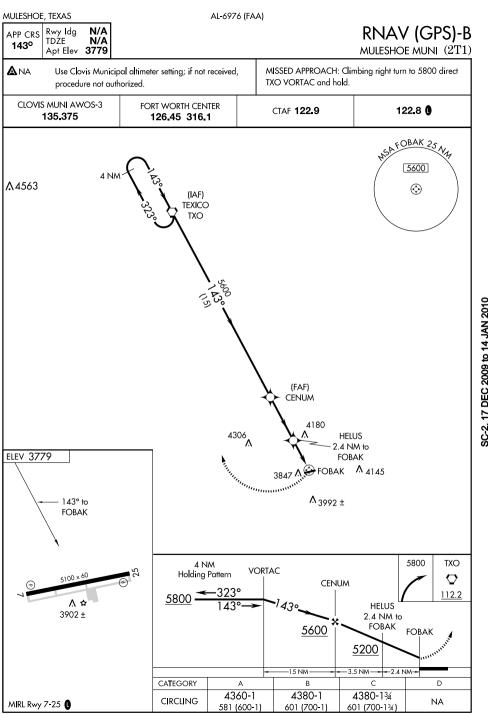


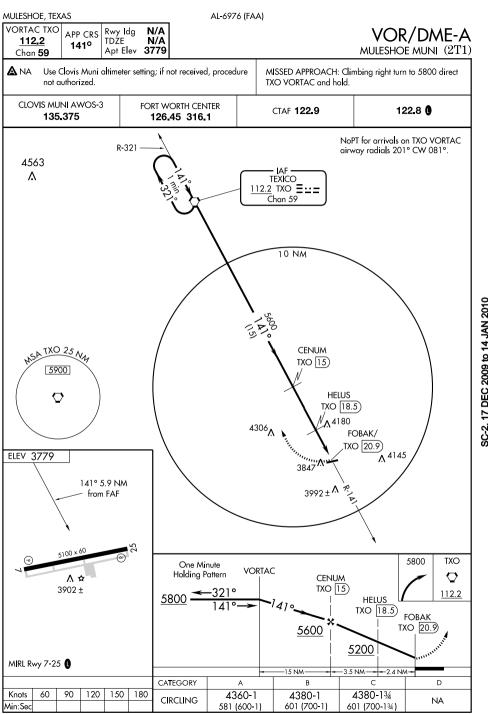
MOUNT PLEASANT, TEXAS AL-10186 (FAA) 6003 Rwy Ida RNAV (GPS) RWY 35 APP CRS TDŹE 360 348° MOUNT PLEASANT RGNL (OSA) Apt Elev 364 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 77 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use MISSED APPROACH: Climb to Paris altimeter setting and increase all DA/MDA 120 feet, increase LNAV/VNAV A 2000 direct AVORE and hold. visibilities ½ mile all Cats, LNAV visibilities ¼ mile all Cats and circling visibilities ¼ mile all Cats. VDP and Baro-VNAV NA when using Paris altimeter setting. AWOS-3 FORT WORTH CENTER UNICOM 119.775 132.85 360.75 122.7 (CTAF) (MISSED APCH FIX 4 NM 30 NM to BUNIL **AVORE** 783 ⁷⁵⁷∧ 553∧ 2500 **1** 539 680 BUNLE 628 ± 258° ۸ 2600 **∧** 780 ± 1502 **AVIBE** SC-2 17 DEC 2009 to 14 JAN 2010 **∧** 960 **RW35** ۸ ₇₃₃ ۸ 078° JAVOT 589± 2100 (FAF) 10 NM to JANOT CENSO 30 NM to JAVOT (NORT) 2000 348 (6.1) (IAF) (IAF) 2100 NoPT BUNLE 364 **AVIBE** 2100 NoPT 258° **ELEV** (5) 078° 11 (5) (IF/IAF) JAVOT 2000 **AVORE** * LNAV only. 4 NM JAVOT Holding Pattern **CENSO** 168° 2100 * 1.6 NM to RW35 **RW35** GS 3.00° 2000 TCH 44 3.4 NM 6.1 NM C D CATEGORY **TDZE** LNAV/ DA VNAV 700-11/4 340 (400-11/4) 360 900-11/2 900-134 348° to LNAV MDA 900-1 540 (600-1) 540 (600-11/2) 540 (600-1%) **RW35** MIRL Rwy 17-35 900-11/2 920-2 **CIRCLING** 900-1 536 (600-1) REIL Rwys 17 and 35 556 (600-2) 536 (600-11/2)

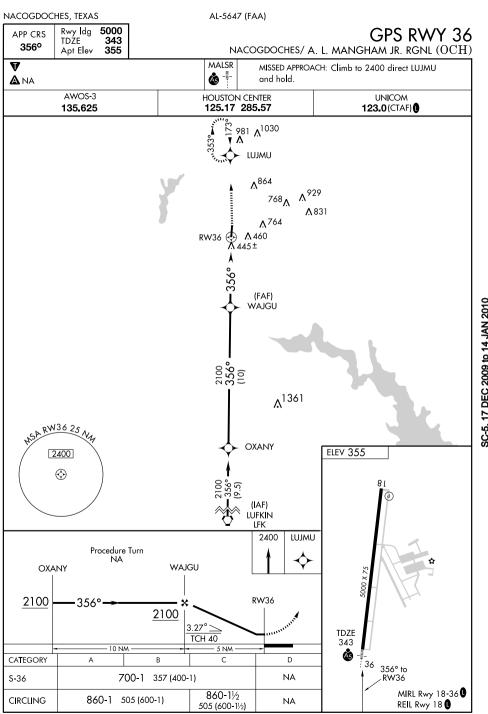


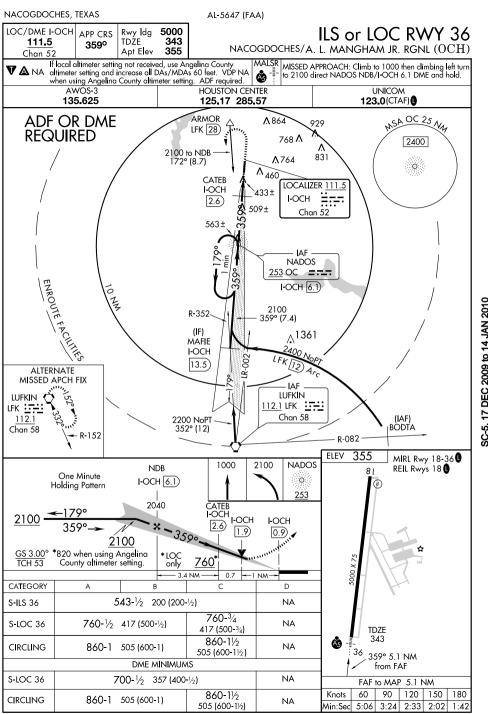


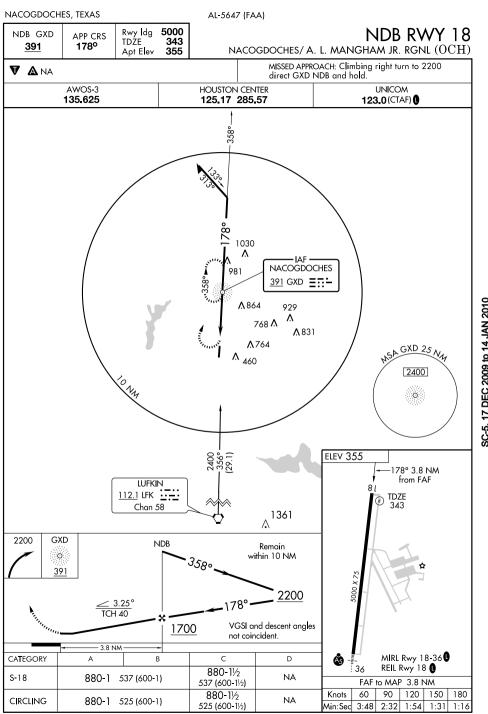
MOUNT VERNON, TEX	KAS		AL-904	47 (FAA)		
APP CRS Rwy Idg 3900 TDZE 411 Apt Elev 411		411	RNAV (GPS) RWY 31 MOUNT VERNON/ FRANKLIN COUNTY (F53)			
A NA Rgnl a	DME/DME RNP-0.3 NA. Use A Rgnl altimeter setting; if not reco procedure NA. Procedure NA			eived, and hold.		
AWOS-3 MOUNT PLEASANT RGNL 119.775			FORT WORTH CENTER 132.85 360.75		UNICOM 123.0 (CTAF)	
JAXAB	13.0	519± /. 80 A 837	Δ Δ 670 Λ 794±	(FAF) CIPNI	7	N 31 25 Nn ₁ 26001
		1502	(IAF) GEBCE	(F) (IF) FOSM	3000 258° (7.3) 5 NM	- (IAF) - Hebip
QUITMAN UIM	30000	366 36			ELEV 411	
3000 FOSMA		CIPNI		Procedure Turn NA OSMA 3000	300 to	436 ★
RV An _{ininin}	V31	× 200	not o	il and descent angles coincident.	TDZE 411	· • • • • • • • • • • • • • • • • • • •
		B 160-1¼ P (800-1¼)	- 6.2 NM - C	D NA	-	311° to RW31
CIRCUNG 11	160-1 1	160-1½) 160-1¼ 9 (800-1½)		NA	MIRL Rwy 13-31	

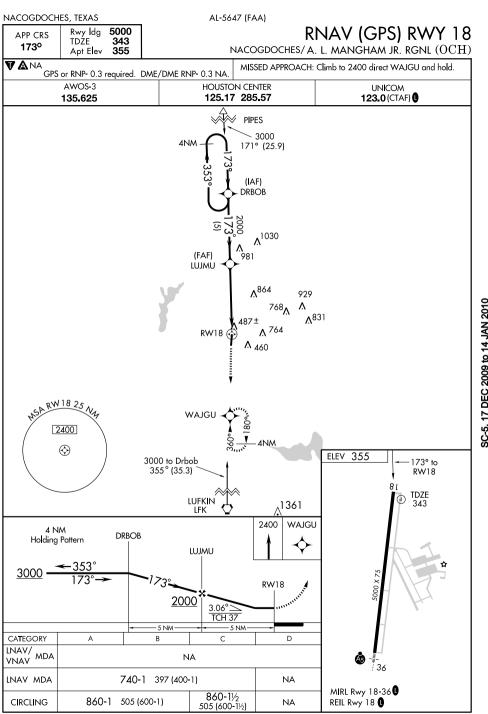


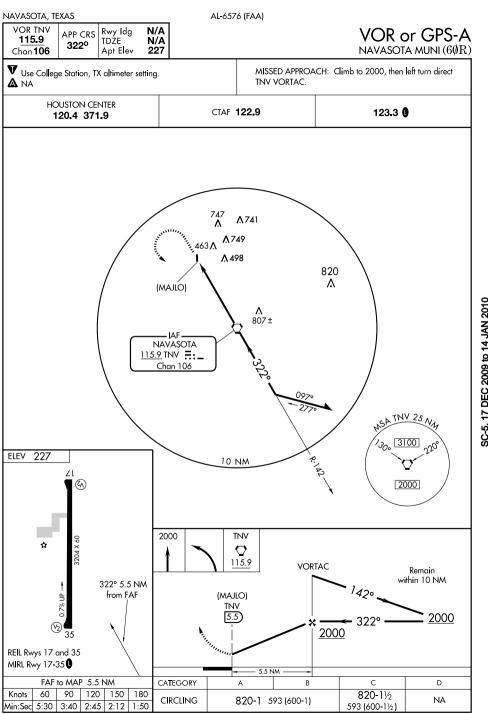


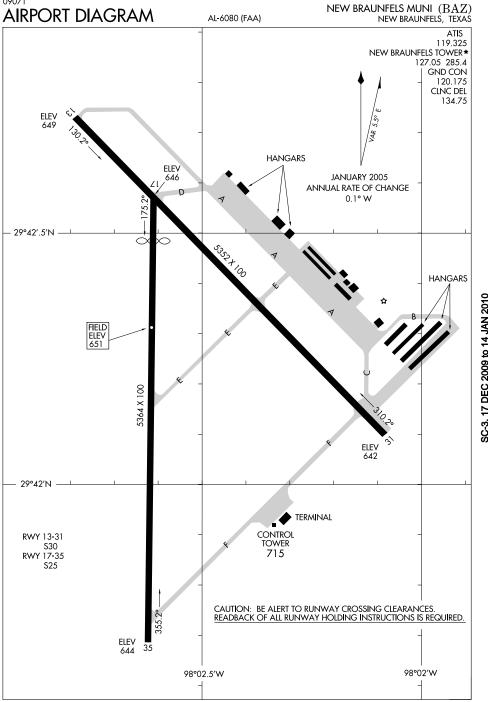




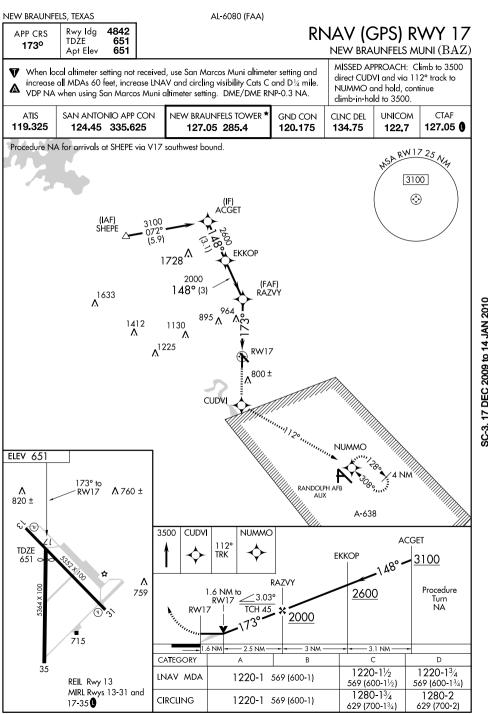


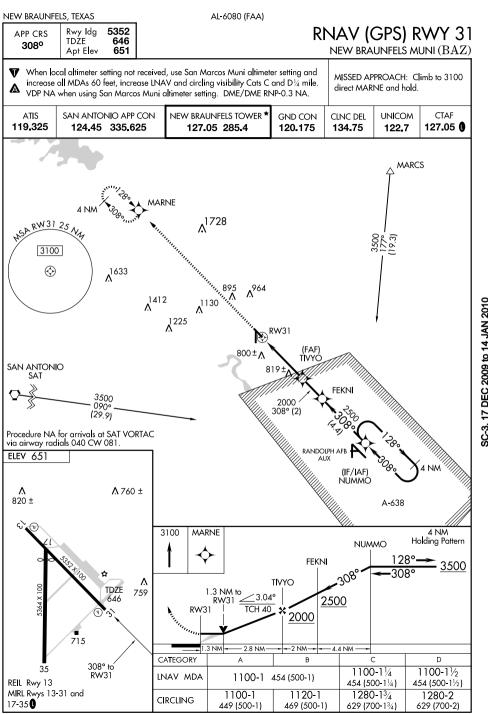


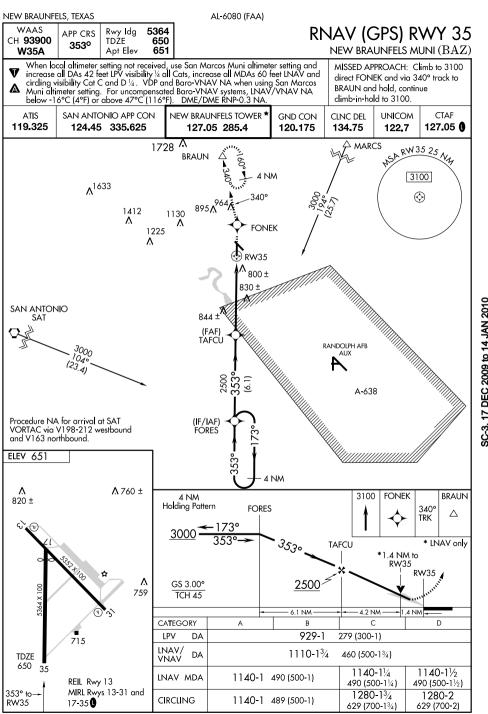


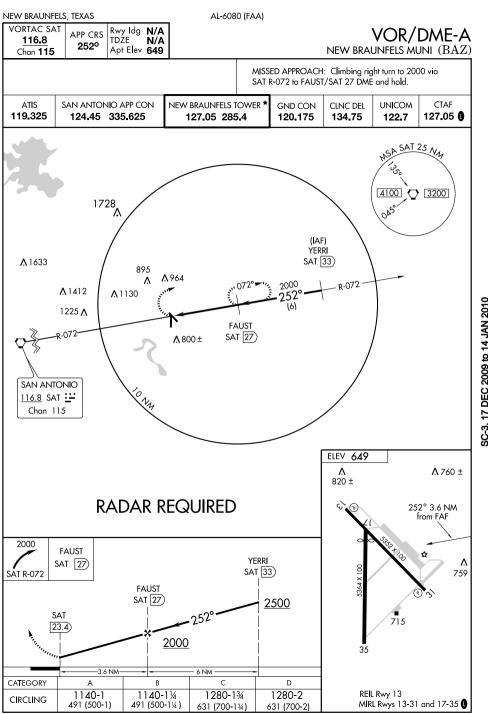


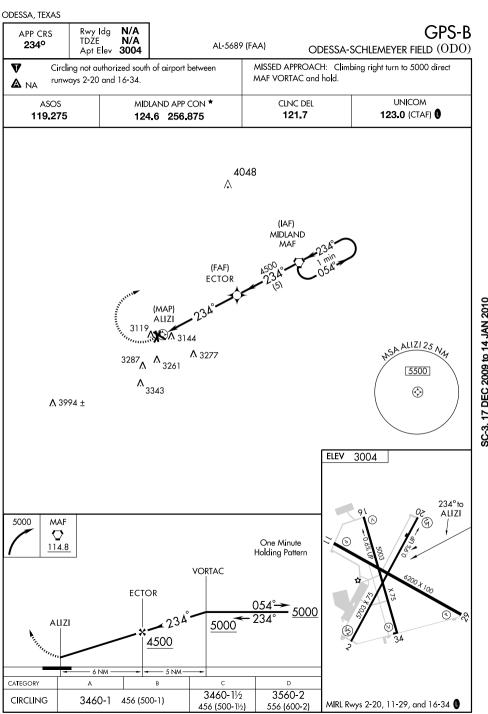
NEW BRAUNFELS, TEXAS AL-6080 (FAA) RNAV (GPS) RWY 13 Rwy Ida 5352 APP CRS TDŹF 649 1280 Apt Elev NEW BRAUNFELS MUNI (BAZ)651 When local altimeter setting not received, use San Marcos Muni altimeter setting and MISSED APPROACH: Climb to increase all MDAs 60 feet, increase LNAV and circling visibility Cats C and D¼ mile. 3500 direct NUMMO and hold. VDP NA when using San Marcos Muni altimeter setting. DME/DME RNP-0.3 NA. SAN ANTONIO APP CON NEW BRAUNFELS TOWER ★ UNICOM **CTAF** ATIS GND CON CLNC DEL 119.325 127.05 0 124.45 335.625 127.05 285.4 120,175 134.75 122.7 Procedure NA for arrivals at MARCS 15A RW 13 25 Ny via V222-556 eastbound MARCS 3100 253° 3100 (IF/IAF) (18) MÁRNÉ \bigcirc 1728 2800 (FAF) 128° (3.7) WÜĞHE ¹⁶³³∧ **∧**1159 ± 2500 128°(2.4) 964 895 953 SC-3 17 DEC 2009 to 14 JAN 2010 1130 A 1412 **∧** 310039 **RW13** 1225 [∧] 00± ∧ (IAF) SAN ANTONIO Procedure NA for arrivals at SAT VORTAC via airway radials 002 CW 081. NUMMC **ELEV 651** RANDOLPH AFB **∧** 760 ± A-638 820 ± 128° to RW13 4 NM NUMMO Holding Pattern MARNE **TDZE** 649 **EKIVY** 3100 1280 **WUGHE** 5364 X 100 759 1.7 NM to 3.05° > 2800 TCH 44 2500 715 3.7 NM---2.4 NM --- 3.9 NM -1 7 NM CATEGORY Α 1220-1/2 1220-13/4 LNAV MDA 1220-1 571 (600-1) REIL Rwy 13 571 (600-11/2) 571 (600-134) MIRL Rwys 13-31 and 1280-13/4 1280-2 CIRCLING 1220-1 569 (600-1) 17-35**0** 629 (700-134) 629 (700-2)

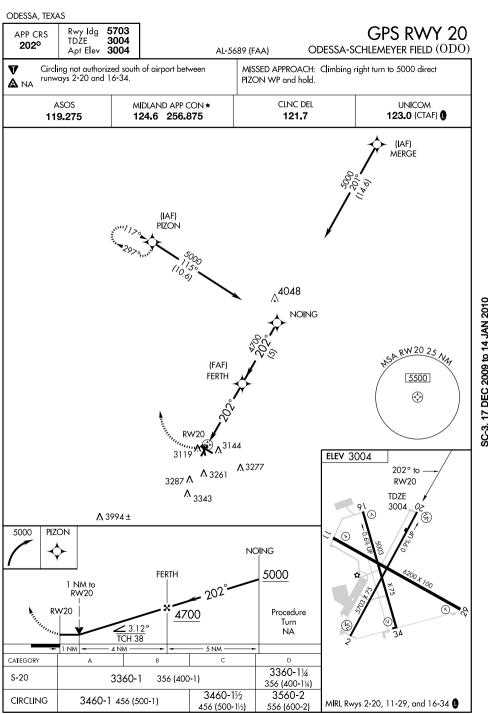


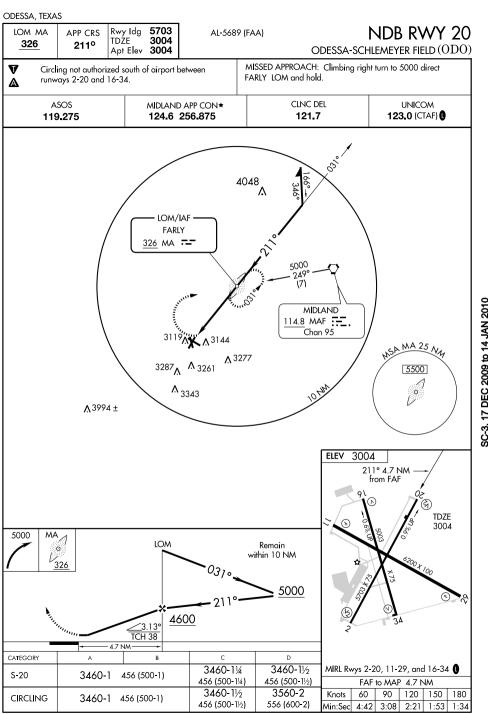


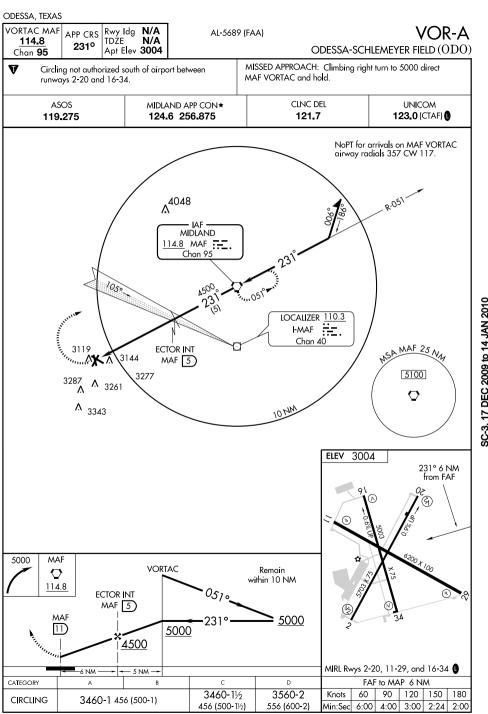




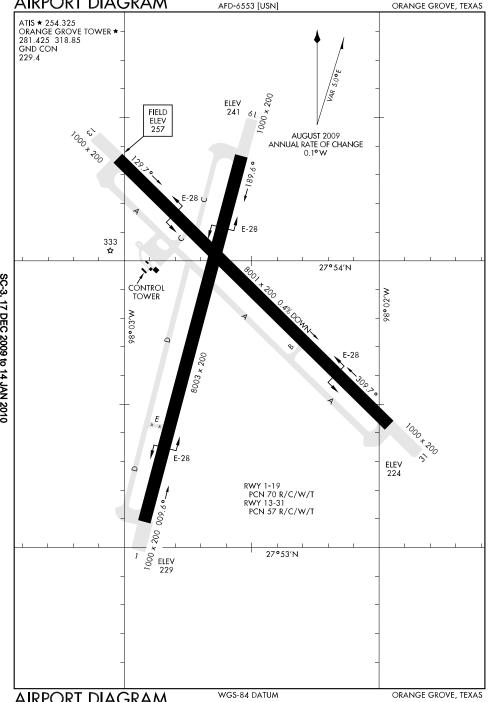


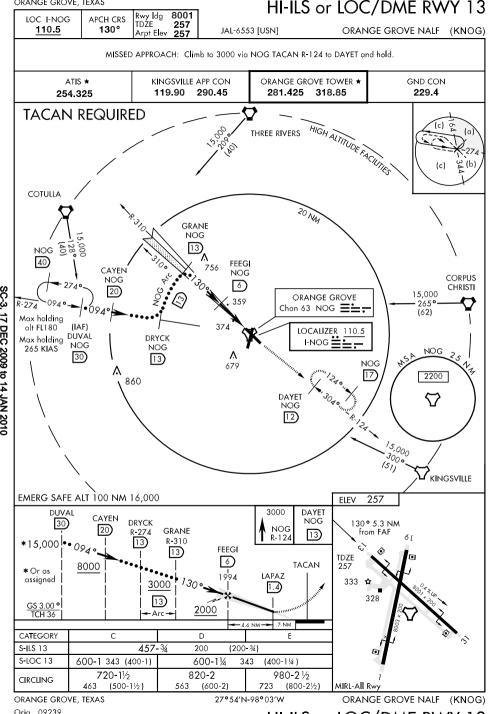


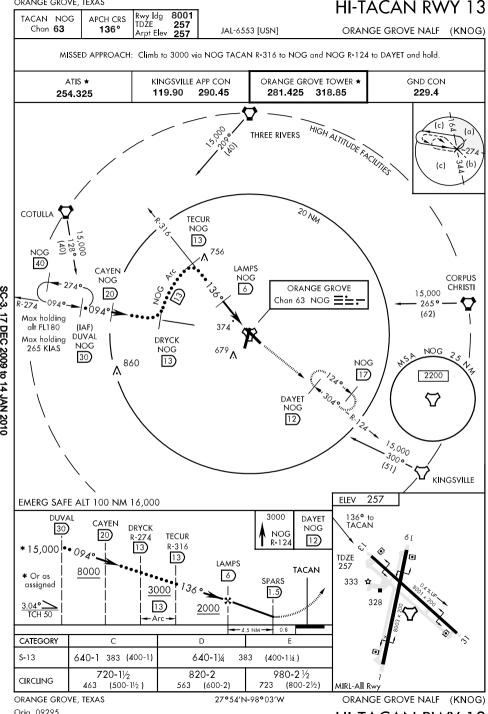


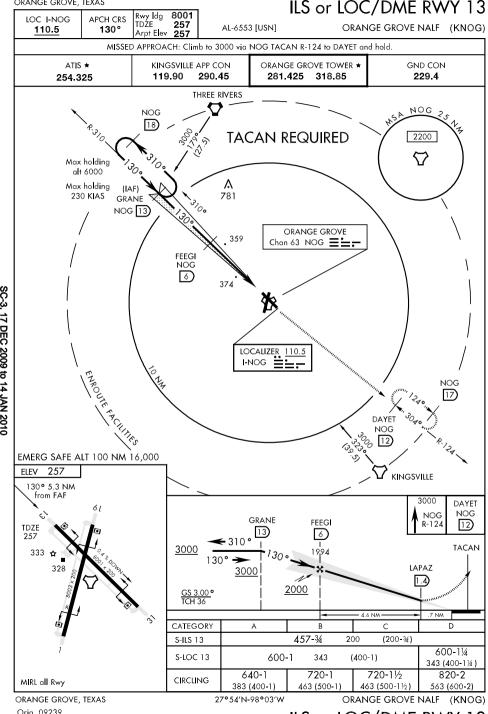


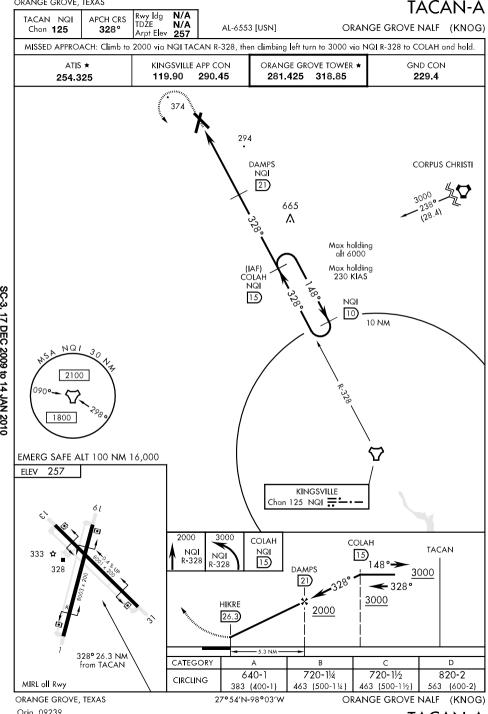
OLNEY, TEXAS AL-6443 (FAA) GPS RWY 17 Rwy Idg TDZE 5101 APP CRS 1275 173° OLNEY MUNI (ONY) Apt Elev 1275 Use Sheppard AFB/Wichita Falls Altimeter setting. MISSED APPROACH: Climbing left turn to 3500 direct KARYN WP and A NA UNICOM FORT WORTH CENTER 122.8 (CTAF) 133.5 350.35 NIFDE (IAF) POSTE 3500 KARYN 3500 241.51 **OPEBY** 3500 3500 083 SC-2, 17 DEC 2009 to 14, IAN 2010 (10)(10)(IAF) (IAF) VARZE 23,80 TENXE Λ 1682 (FAF) LIEGE 1360± • SA RW17 25 M **RW**17 2900 ELEV 1275 \bigcirc 173° to RW17 TDZE 1275 3500 KARYN **OPEBY** LIEGE 3500 RW17 2800 Procedure Turn NA - 5 NM 5 NM CATEGORY D 1820-11/2 S-17 1820-1 545 (600-1) NA 545 (600-11/2) 1820-11/2 **CIRCLING** 1820-1 545 (600-1) NA MIRL Rwy 17-35 545 (600-11/2)

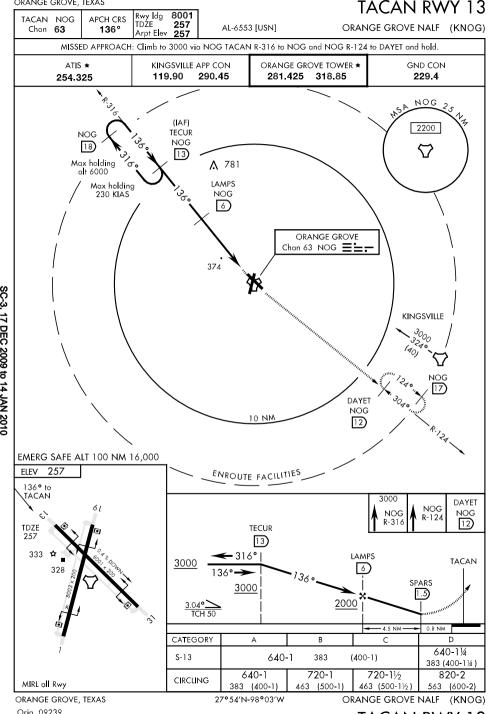


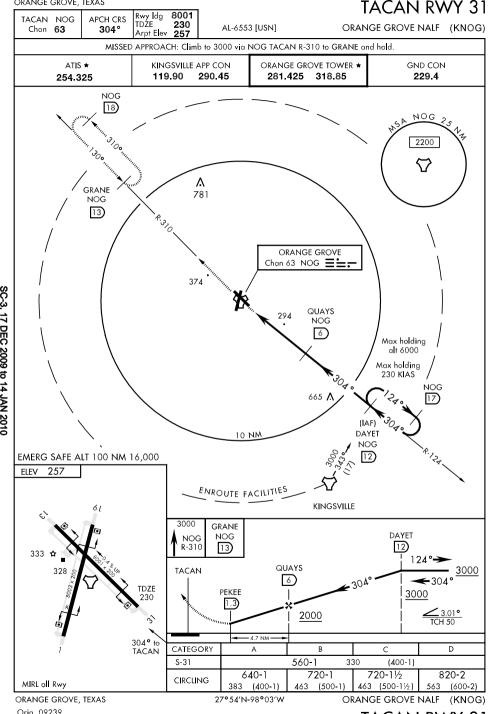




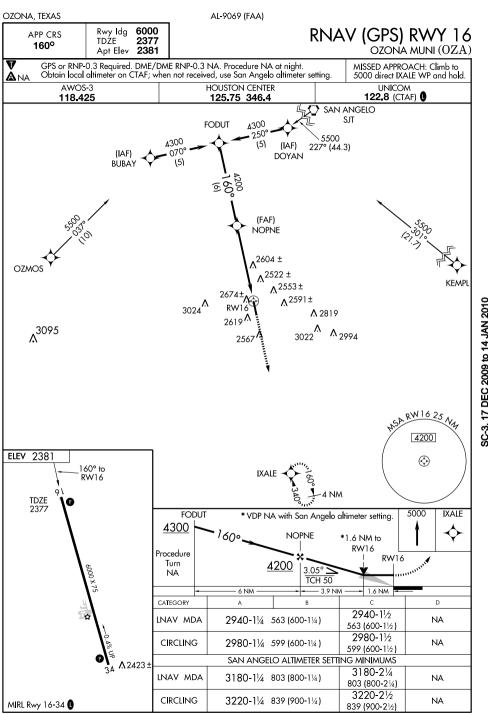


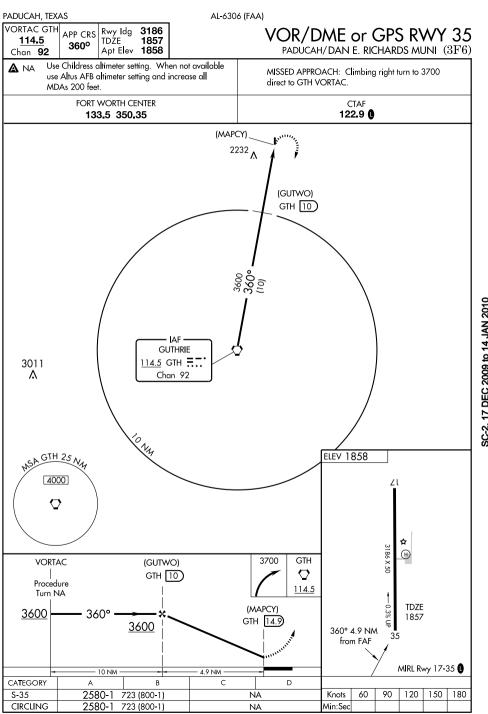


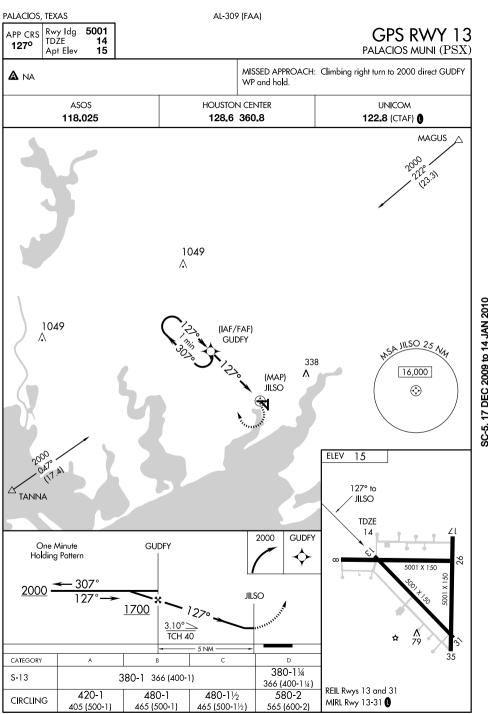


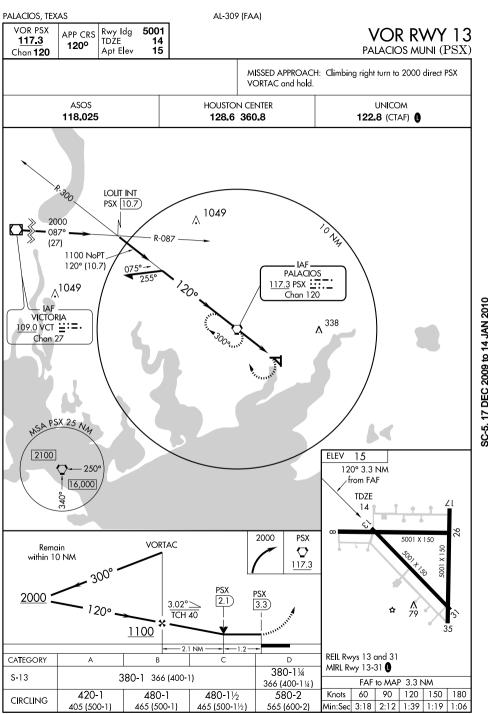


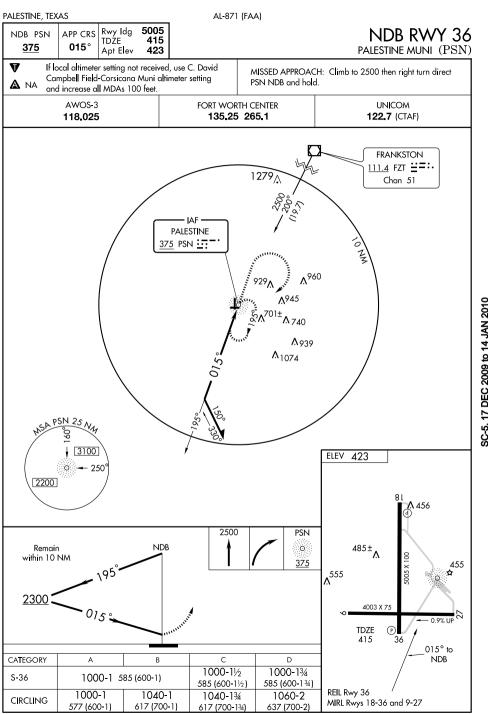
ORANGE, TEXAS AL-6312 (FAA) 09295 WAAS 5500 Rwy Ida RNAV (GPS) RWY 22 APP CRS CH 56614 TDŹE 13 220° 13 ORANGE COUNTY (ORG) Apt Elev W22A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15C° (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters Α MISSED APPROACH: Climb to 2000 NA. When local altimeter setting not received, use Southeast Texas Rgnl altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LPV and direct KEDKY and left turn via track LNAV/VNAV all Cats visibility ¼ mile, and LNAV and Circling Cat C visibility ¼ mile. 116° to POPEY and hold. Baro-VNAV and VDP NA when using Southeast Texas Ranl altimeter setting. Circling NA to Rwy 13/31. HOUSTON APP CON AWOS-3 UNICOM 122.8 (CTAF) 0 118.975 121.3 377.1 NSA RW22 25 Ny (IAF) WLYMS 1349 2400 **(** (IF) WARES Λ¹⁰⁶⁰ ¹²⁴⁸∧ 1078 **∆**628 **∧** 1049 **^**Λ 459 SC-5, 17 DEC 2009 to 14 JAN 2010 (FAF) IBCED 269 340 ⁵⁰⁸Λ . 254 ± KEDKY MISSED APCH FIX RADAR REQUIRED ELEV 13 POPEY 220° to RW22 2000 KEDKY **POPEY** VGSI and RNAV glidepath not coincident. Δ **TDZE** 116° **IBCED** WARES 13 TRK *LNAV only 1.8 NM to RW22 * 2000 220° RW22 2000 GS 3.00° -1.8 NM → 4.2 NM 6 NM -CATEGORY C D Α LPV DA 329-1 316 (400-1) NA LNAV/ DA 674-2 1/4 661 (700-21/4) NA VNAV 600-11/2 LNAV MDA 600-1 587 (600-1) NA 587 (600-11/2) 660-13/4 CIRCLING 660-1 647 (700-1) MIRL Rwy 4-22 (1) NA 647 (700-134)

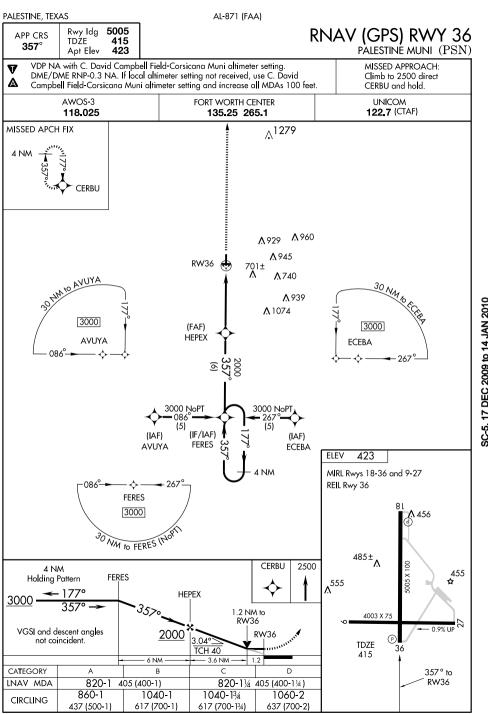


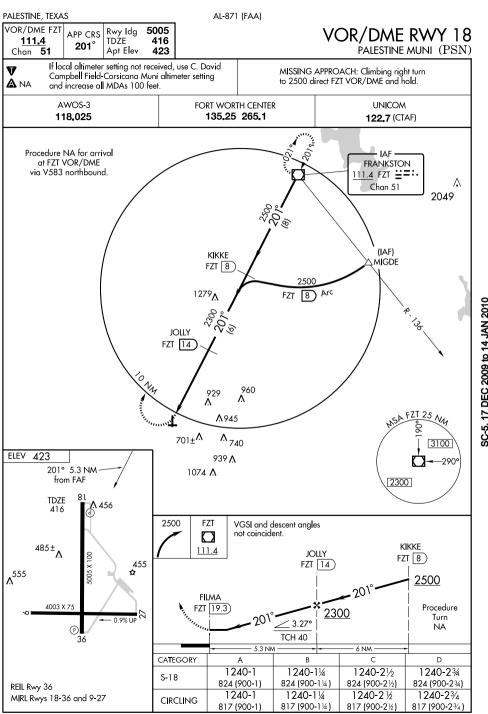




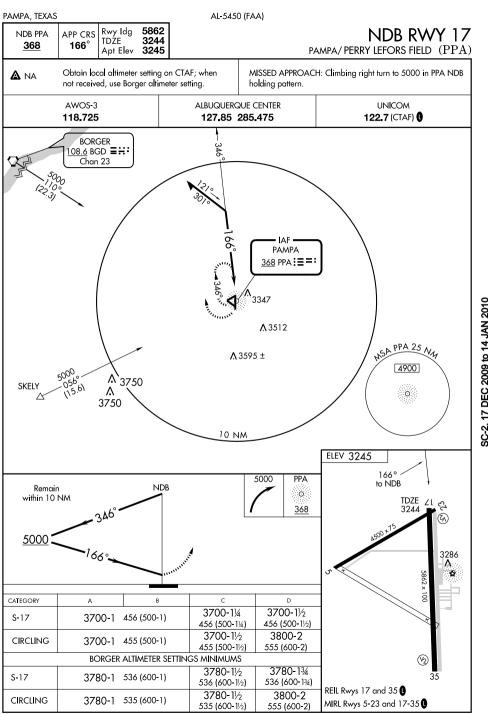


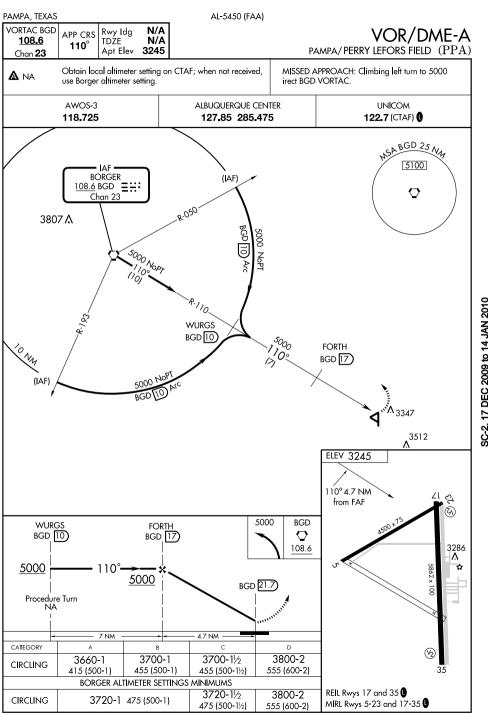




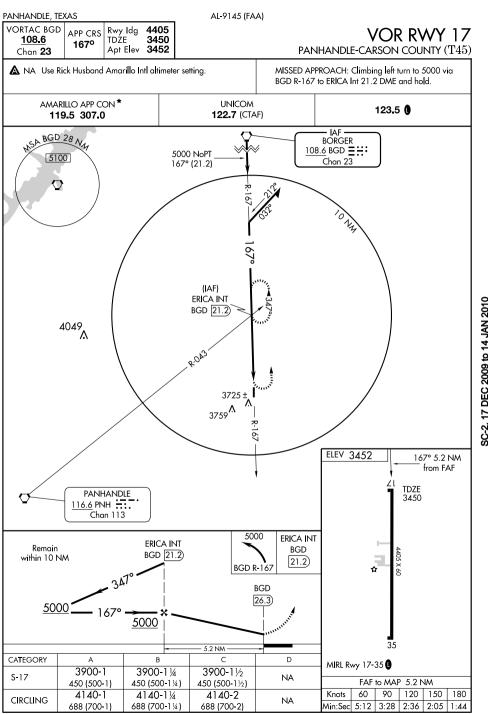


SC-2 17 DEC 2009 to 14 JAN 2010



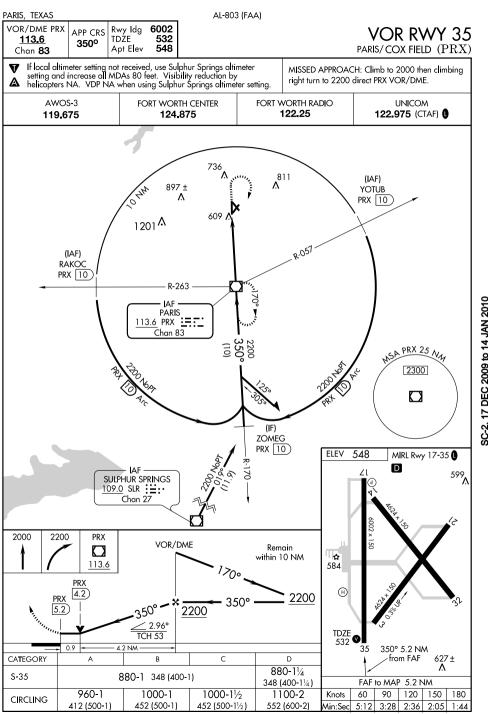


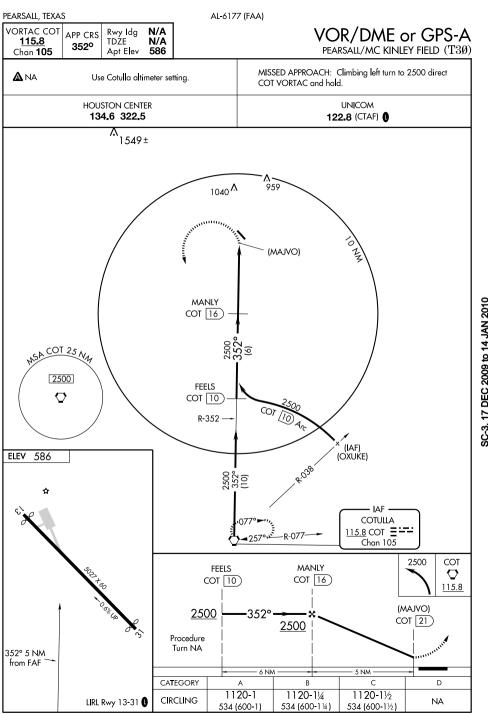
PANHANDLE, TEXAS			AL-9145 (FA	A)	
APP CRS Rwy Idg 352° TDZE Apt Elev	3452			PAN	GPS RWY 35 (T45) NHANDLE-CARSON COUNTY
A NA Use Rick Husband Amarillo Intl al			timeter setting. MISSED APP and hold.		ROACH: Climb to 5000 direct ERICA WP
AMARILLO 119.5	307.0	*	UNICOM 122.7 (CTA	AF)	123.5 🐧
5000 PANHANDLE PNH	10 —		3725 ± A 352° (IAF/FAF) JADAP 352°	(MAP) COZDU	ELEV 3452
↑ ♦		JADAP	One M Holding 172°→	Pattern	4405 × 60
Tanana and		2°	 352°	<u> 5000</u>	TDZE
CATEGORY	5 NM A	В В	С	D	TDZE 3452 35
S-35	4100-1	648 (700-1)	4100-1¾ 648 (700-1¾)	NA	352° to COZDU
CIRCLING	4140-1	688 (700-1)	4140-2 688 (700-2)	NA	MIRL Rwy 17-35 (

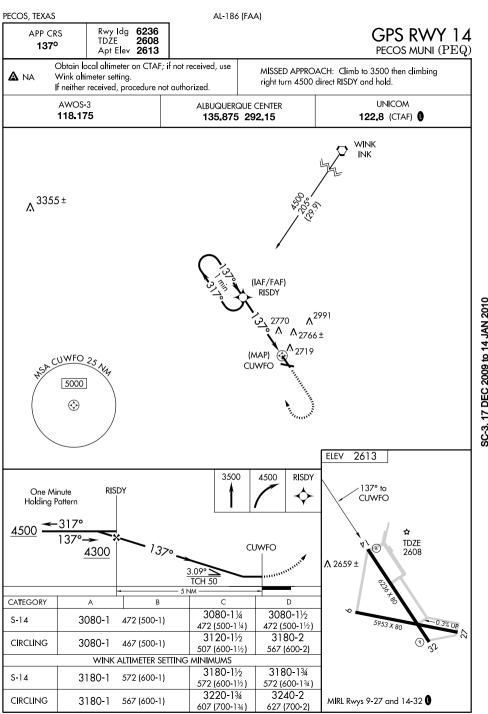


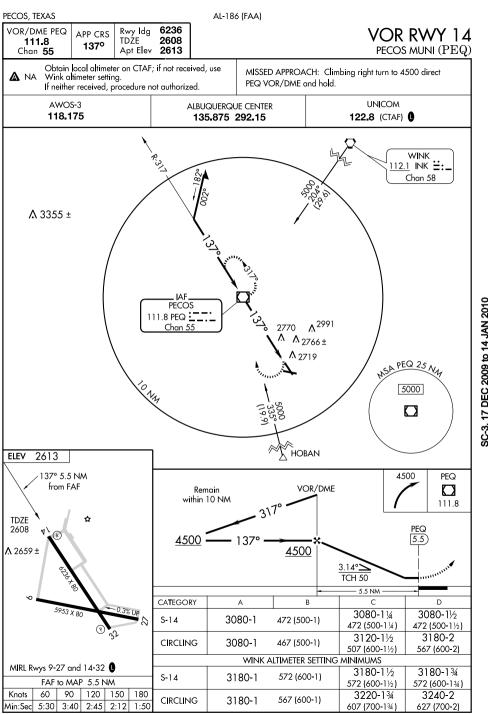
PARIS, TEXAS AL-803 (FAA) 6002 WAAS Rwy Idg RNAV (GPS) RWY 17 APP CRS TDZE CH 69401 541 175° 548 PARIS/COX FIELD (PRX) Apt Elev W17A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting MISSED APPROACH: Climb to The Continue of the Continue o 2200 direct CUKBO and hold. AWOS-3 FORT WORTH CENTER FORT WORTH RADIO UNICOM 122,25 119,675 124.875 122.975 (CTAF) 0 5 NM 30 MM to PUYOS (Nop (IF/IAF) PUYOS (IAF) (IAF) NUKIC 2600 ZŮPÔM 2200 NoPT 2200 NoPT 17 MM to PUYOS 265 (5) (5)2200 **PUYOS** 6 265° 085° 0859 NUKIC NUKIC NUKIC 2200 (FAF) -265° KEYEP **ZUPOM** SC-2, 17 DEC 2009 to 14 JAN 2010 2200 30 NM to LIRO 736 811 ۸ 897± 596 ± Á RW17 609/ ₁₂₀₁∧ MISSED APCH FIX CUKBC 548 **ELEV** D 175° to RW17 5 NM 599 2200 **CUKBO** TDZE 5 NM 541 Holding Pattern **PUYOS KFYFP** 175° 2200 RW17 T A 2200 GS 3.00° 584 TCH 40 6 NM 5 NM \oplus CATEGORY В D Α 791-1 LPV DA 250 (300-1) LNAV/ DA VNAV 846-1 305 (300-1) 627± 1040-11/4 1040-11/2 LNAV MDA 1040-1 499 (500-1) 35 499 (500-11/4) 499 (500-11/2) 1040-11/2 1100-2 CIRCLING 1040-1 492 (500-1) MIRL Rwy 17-35 492 (500-11/2) 552 (600-2)

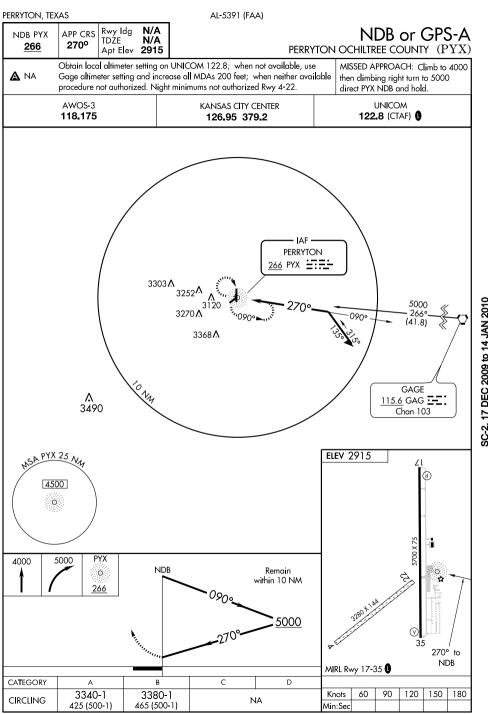
PARIS, TEXAS AL-803 (FAA) 6002 WAAS Rwy Idg RNAV (GPS) RWY 35 APP CRS CH 63001 TDŹE 532 355° PÁRIS/COX FIELD (PRX) Apt Elev 548 W35A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting The Control of the Co MISSED APPROACH: Climb to 2200 direct PUYOS and hold. AWOS-3 FORT WORTH CENTER FORT WORTH RADIO UNICOM 122,25 119,675 124.875 122.975 (CTAF) 0 MISSED APCH FIX 5 NM 30 NM to Oto G PUYOS ⁷³⁶∧ 811 897± 2200 OYUGA 1201 265° Supre HOIOB Λ SC-2, 17 DEC 2009 to 14 JAN 2010 265° 085° WW to CUKBO (FAF) 2200 JÁVMÚ 2200 **HOLOB** 0859 2500 2200 **355**° (6) 30 NM to CUKBO (NOPT) (IAF) (IAF) HOLOB OYUĞA 2200 NoPT 2200 NoPT 085° (5)(5)ELEV 548 D (IF/IAF) CÚKBÓ 71 599 2200 **PUYOS** 5 NM JAVMU **CUKBO** Holding Pattern l l⇔ * 0.9 NM to 584 355° 2200 **RW35** RW35 2200 \oplus GS 3.00° TCH 53 * LNAV only 4.1 NM ₽ 0.9 6 NM CATEGORY D **TDZE** LPV DA 782-3/4 250 (300-3/4) 532 35 627± LNAV/ DA 925-11/4 393 (400-11/4) 355° to LNAV MDA 860-1 328 (400-1) **RW35** 960-11/4 1100-2 1000-11/4 1000-11/2 CIRCLING MIRL Rwy 17-35 452 (500-11/2) 412 (500-11/4) 452 (500-11/4) 552 (600-2)











PLAINS, TEXAS AL-10358 (FAA) Rwy Ida 5001 RNAV (GPS) RWY 3 APP CRS TDŹE 3684 0330 PLAINS/ YOAKUM COUNTY (F98)3704 Apt Elev DME/DME RNP-0.3 NA. Use Hobbs altimeter V MISSED APPROACH: Climb to 6000 direct CONOG setting; when not received, use Seminole altimeter and hold. A NA setting and increase all MDA 40 feet. FORT WORTH CENTER CTAF 122.9 132.6 269.05 4206 Procedure NA for arrivals at CAPRO via V14 westbound. CAPRO ^{3749±}∧ SC-2, 17 DEC 2009 to 14, IAN 2010 WAKSO 2.1 NM to RW03 RW03 **∆** 3948 SARW03 25 Ny . 3872 4005 (FAF) PEDSE 5500 (IAF) \Diamond FODNI (IF/IAF) ZAPNA ELEV 3704 5 NM (IAF) **TASNE** 쇼 CONOG 5 NM 6000 Holding Pattern ZAPNA PEDSE **WAKSO** 6000 2.1 NM to RW03 **TDZE** 35 5300 RW03 3684 4440 VGSI and descent 033° to 3.25° angles not coincident. RW03 TCH 40 -2.8 NM-2.1 NM 6.3 NM -CATEGORY C D 4100-1 LNAV MDA 416 (400-1) NA MIRL Rwy 3-21 and Rwy 17-35 CIRCLING 4180-1 476 (500-1) NA

PLAINS, TEXAS AL-10358 (FAA) 5001 Rwy Ida RNAV (GPS) RWY 21 APP CRS TDŹE 3704 213° PLAINS/ YOAKUM COUNTY (F98)3704 Apt Elev DME/DME RNP-0.3 NA. Use Hobbs altimeter V MISSED APPROACH: Climb to 6000 direct ZAPNA setting; when not received, use Seminole altimeter and hold. A NA setting and increase all MDA 40 feet. FORT WORTH CENTER CTAF 132.6 269.05 122.9 NSA RW2125 NZ WINNS 5500 **(** 5 NM (IAF) SISBE CONOG SC-2, 17 DEC 2009 to 14, IAN 2010 ⁴²⁰⁶∧ 11,303, Nort (FAF) ODNÉE (IAF) 3769± RUKTE **∧** 3948 3872 4005 ELEV 3704 213° to RW21 ZAPNA TDZE Ζl 3704 3925 X 60 6000 ZAPNA 5 NM CONOG Holding Pattern **ODNEE** 6000 RW21 5300 <u>∠3.04°</u> TCH 40 VGSI and descent angles not coincident. 4.8 NM -6.3 NM CATEGORY Α В C D 4120-1 LNAV MDA 416 (500-1) NA MIRL Rwy 3-21 and Rwy 17-35 CIRCLING 4180-1 476 (500-1) NA

PLAINVIEW, TE	XAS		AL-876 (F		
WAAS CH 53302 W04A	O400 TI	wy Idg 5997 DZE 3374 pt Elev 3374		P	RNAV (GPS) RWY 4 LAINVIEW/ HALE COUNTY (PVW)
v -21° settin	C (-5°F) or abo ig not received	ove 42°C (108°F). , use Lubbock altim	ensated Baro-VNAV s Visibility reduction by eter setting and increa Lubbock altimeter setti	helicopters NA. If lo use all DAs/MDAs 10	cal altimeter Cl. L. 5000 II.
ASOS 119.675			K APP CON 2 351.8	CLNC DEL 121.7	UNICOM 123.0 (CTAF) (
			٨	3843	5 NM OAP UCEPE
4	(IAF) HURIK			RW04 (
		(IF/IAF) JEKUT	(0)	A 3585 ± PLAINVIEW PVW 3100 236° 6.1)	NSA RW04 25 Nr.
		5 NM	5100 70		5300 ⊕ 4280 ± ∧
			(IAF) PIBCI		ELEV 3374
5NM Holding Patt	JEKUT ern	CADUI	1	5000 UCEPE	Λ ³⁴⁰⁵ 3395 Λ & &
5100 -222° 042° - × 1NAV only to RW04 *1NAV only to RW04					
GS 3.00° TCH 45 VGSI and RNA	V glidepath n	5100 ot coincident.	O _{42°} to RW	RW04	3385 ***********************************
	- A	6.1 NM	4.3 NM	0.9 - D	9 N
LPV DA	^	3624	TDZE 3497 3374 Λ		
LNAV/ DA					
VINAV	2740 11/				
LNAV MDA CIRCLING	3920-13 546 (600-1	4 3940-11/2	3940-1½	386 (400-1½) 3940-2	URL Rwy 13-31 () and 4-22 REIL Rwys 4 and 22

3820-1 447 (500-1)

3940-1

566 (600-1)

3920-1

546 (600-1)

447 (500-11/4)

3940-11/2

566 (600-1½)

447 (500-11/2)

3940-2

566 (600-2)

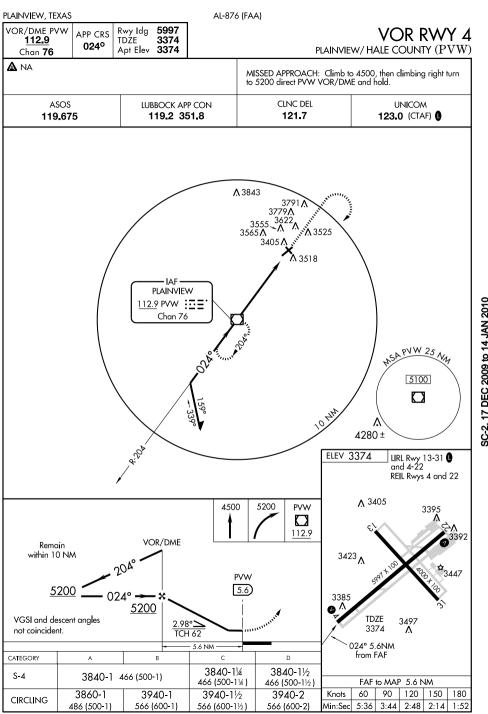
LNAV MDA

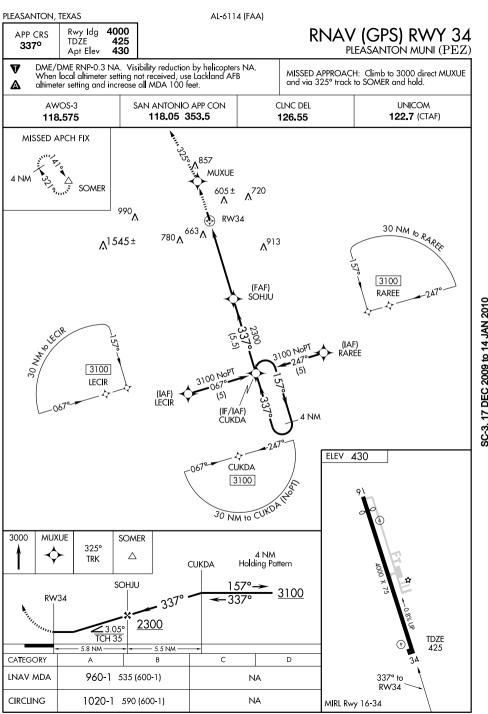
CIRCLING

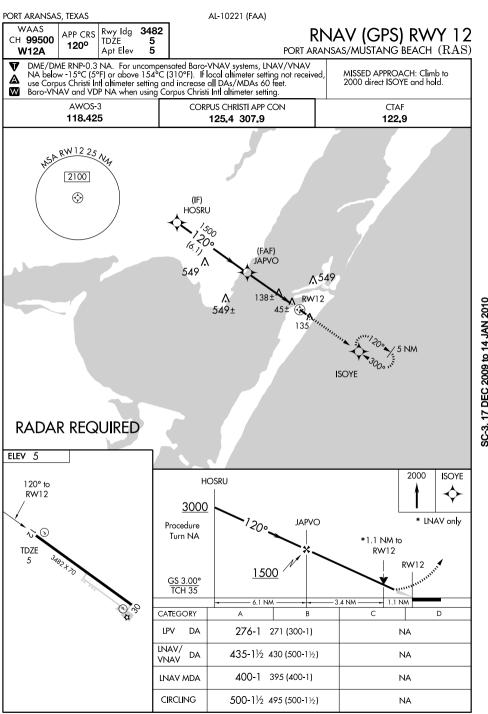
LIRL Rwy 13-31 and 4-22

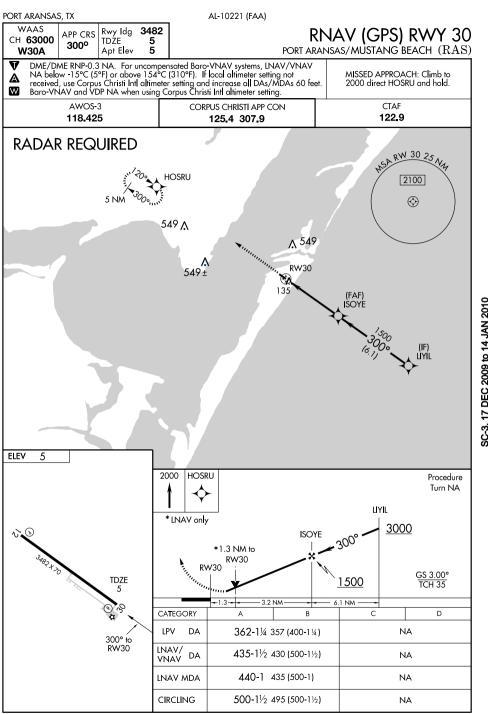
REIL Rwys 4 and 22

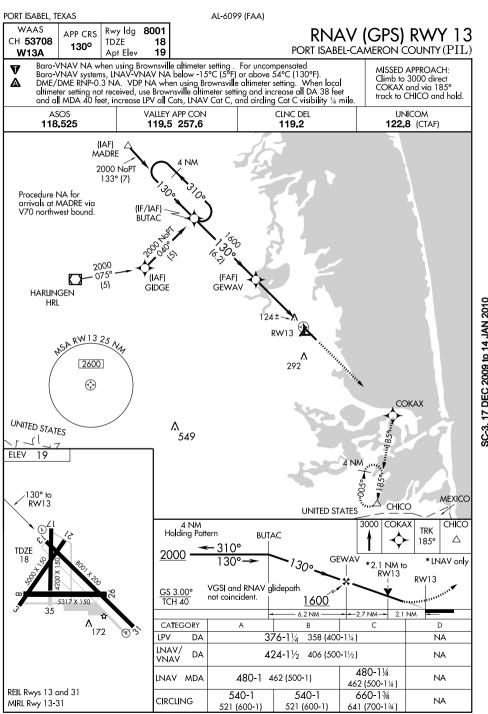
SC-2, 17 DEC 2009 to 14, IAN 2010

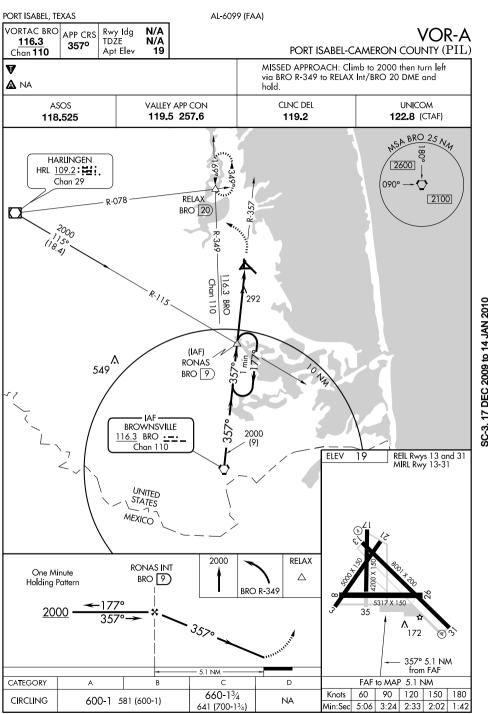


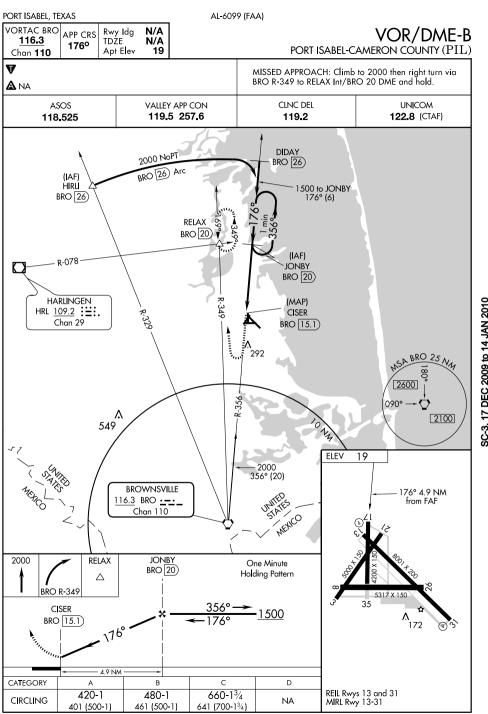


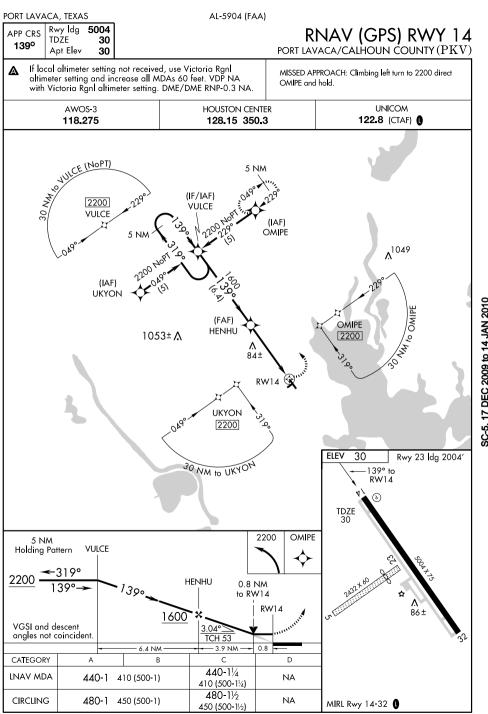


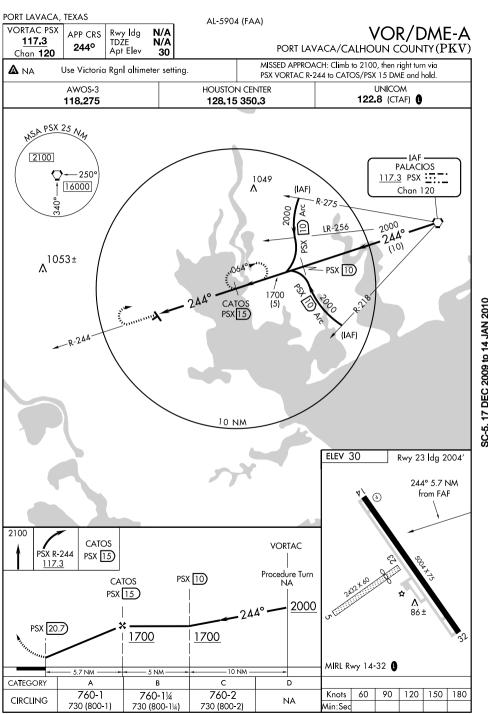


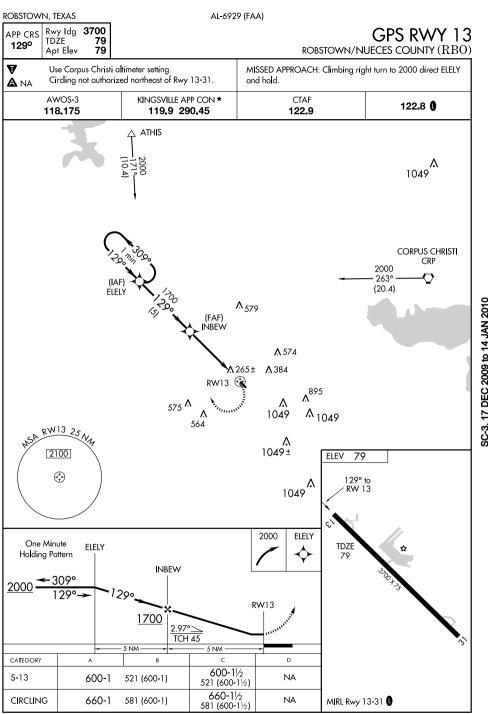


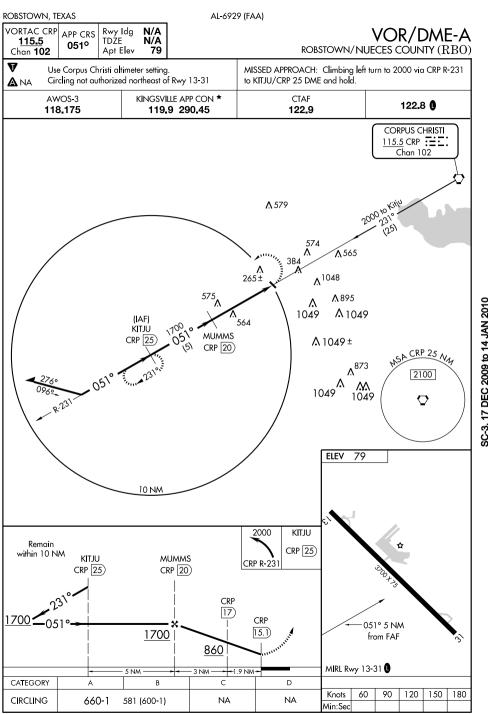


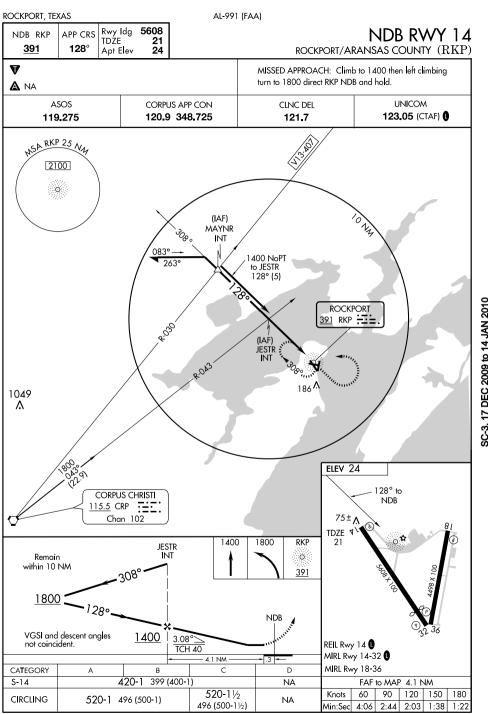




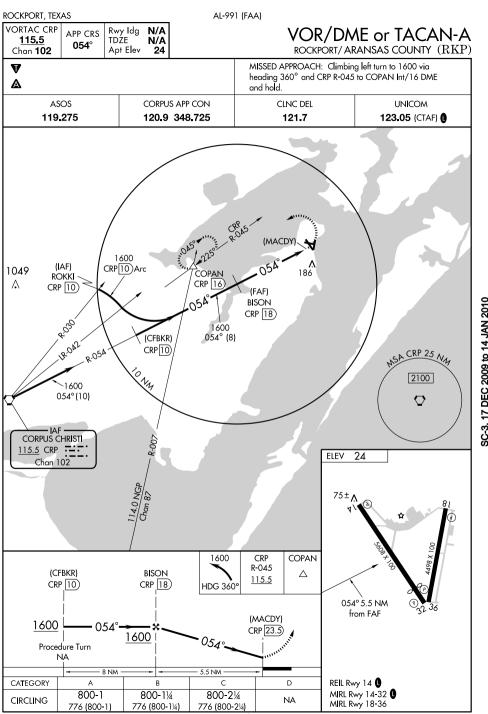


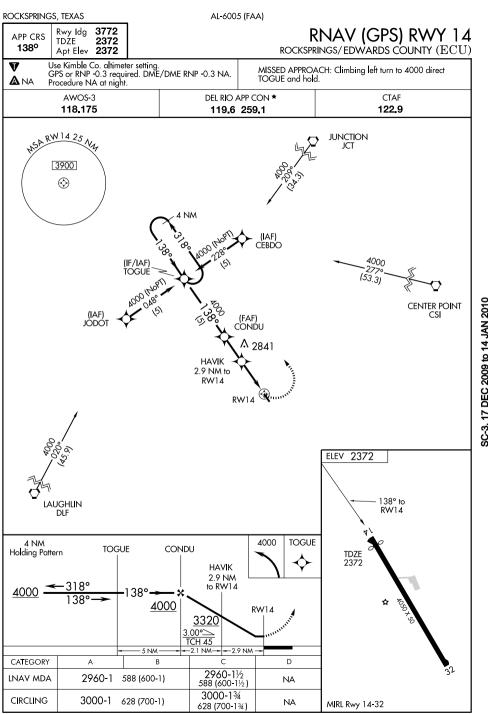


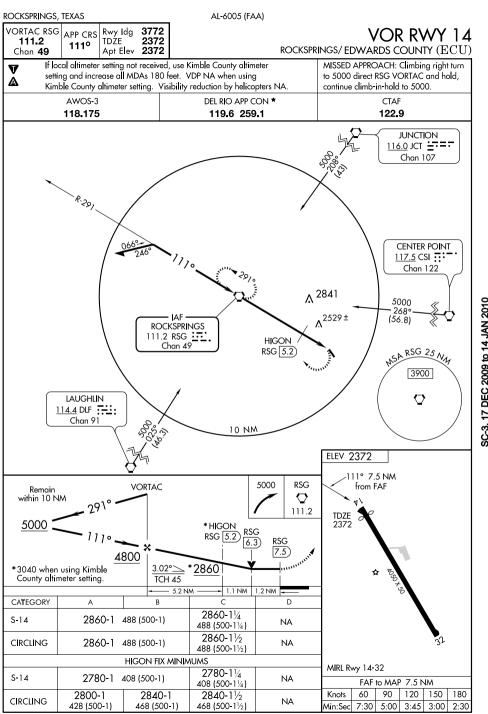


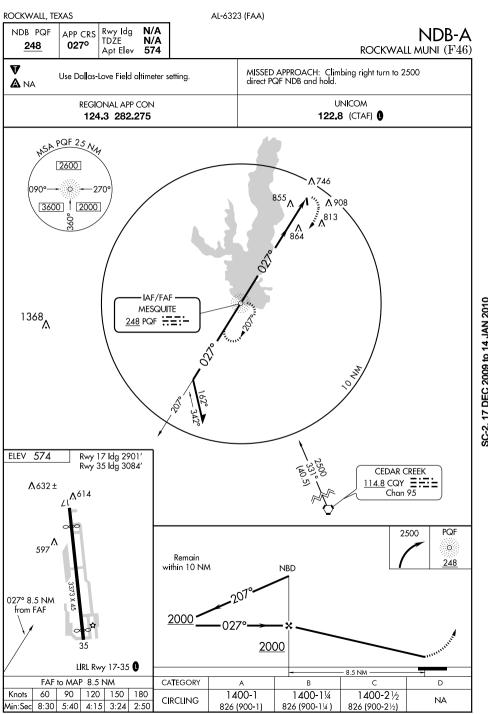


SC-3, 17 DEC 2009 to 14, IAN 2010

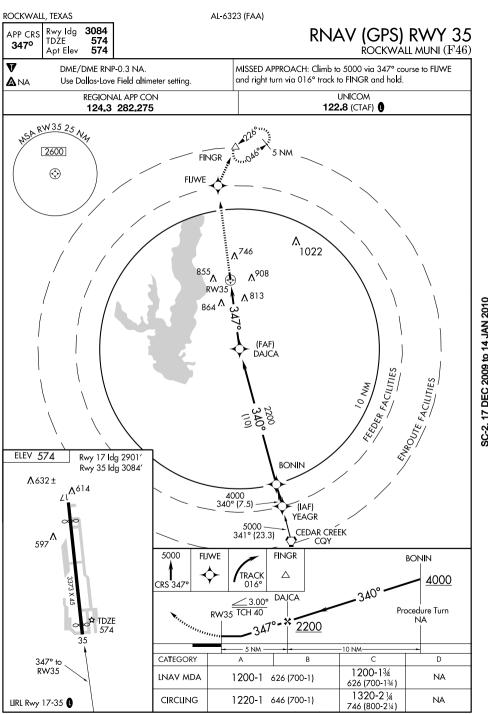


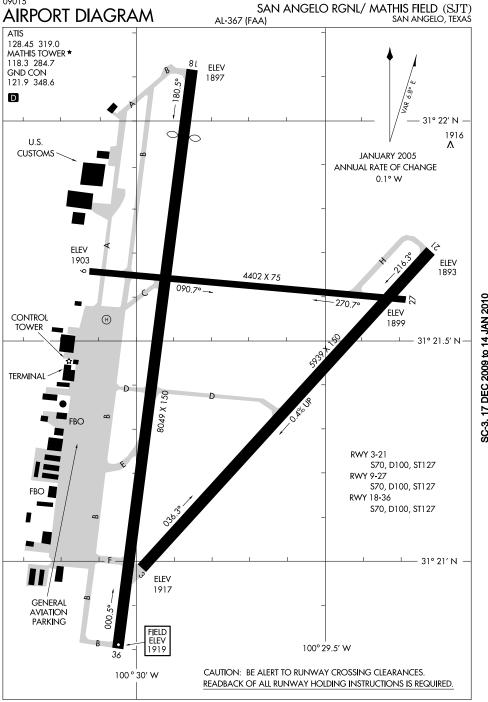


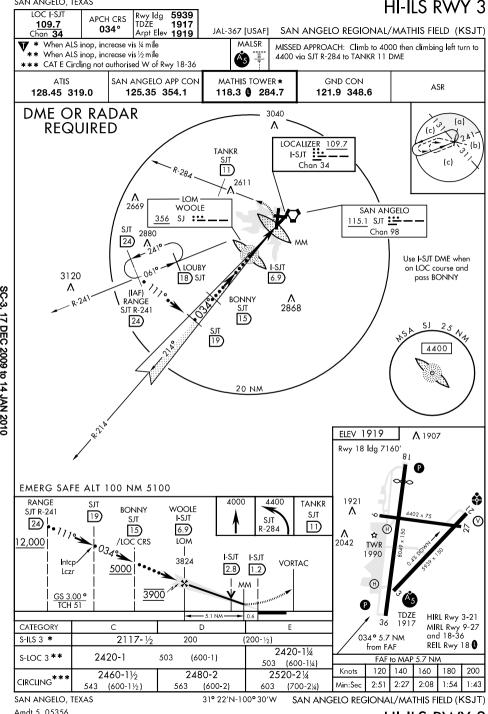


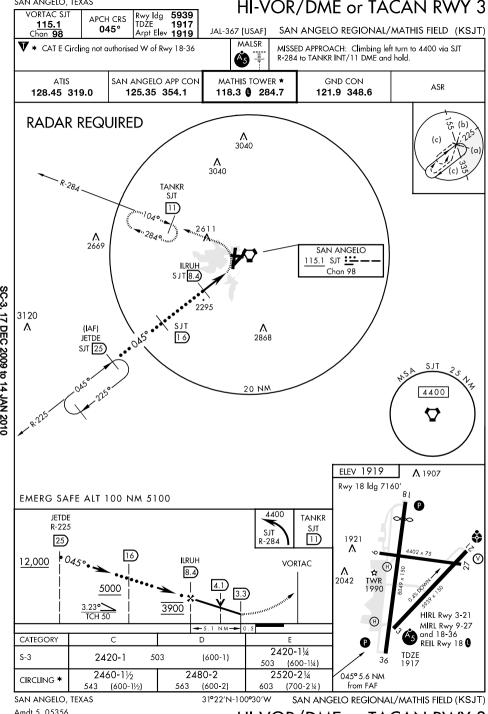


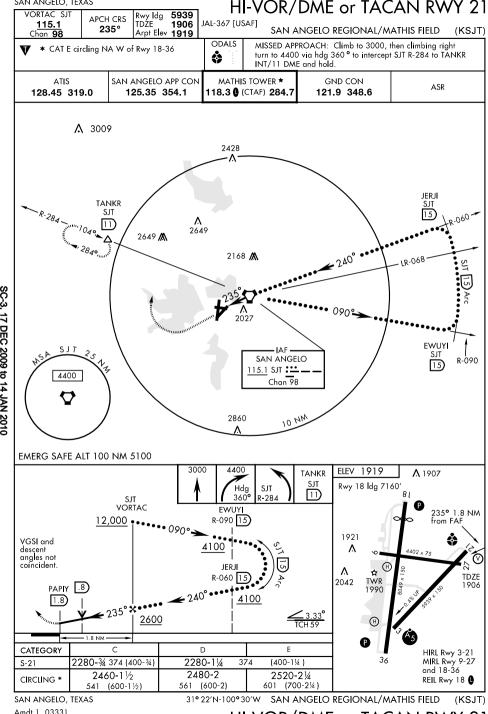
AL-6323 (FAA) ROCKWALL, TEXAS 2901 Rwy Idg RNAV (GPS) RWY 17 APP CRS TDŹE 574 167º ROCKWALL MUNI (F46) Apt Elev 574 V DME/DME RNP-0.3 NA. MISSED APPROACH: Climb to 5000 via 167° course to Use Dallas-Love Field altimeter setting. DAJCA and left turn via 160° track to YEAGR and hold. A NA UNICOM REGIONAL APP CON 122,8 (CTAF) (124.3 282.275 BONHAM NSA RW 17 25 NZ 5000 192° (17.2) BYP 2600 (IAF) 4000 197° (5.9) FINGR \bigcirc JUMOŜ 00% 10% 10% 1049 SC-2 17 DEC 2009 to 14 JAN 2010 (FAF) FIJWE **√**746 RW17 855 Λ908 ۸⁸¹³ ENAOUTE FACILITIES 864 A **ELEV 574** Rwy 17 ldg 2901' Rwy 35 Idg 3084' 167° to RW17 **∧**632 ± ۸⁶¹⁴ YEAGR TDZE 574 5000 JUMOS DAJCA YEAGR 597 **TRACK** Δ 4000 CRS 1679 160° 1960 FIJWE TCH 40 RW17 Procedure Turn *-1670 NA 2200 10 NM-5 NM CATEGORY D Α 1140-11/2 1140-1 NA **LNAV MDA** 566 (600-1) 566 (600-11/2) 1320-21/4 1220-1 646 (700-1) **CIRCLING** NA LIRL Rwy 17-35 0 746 (800-21/4)

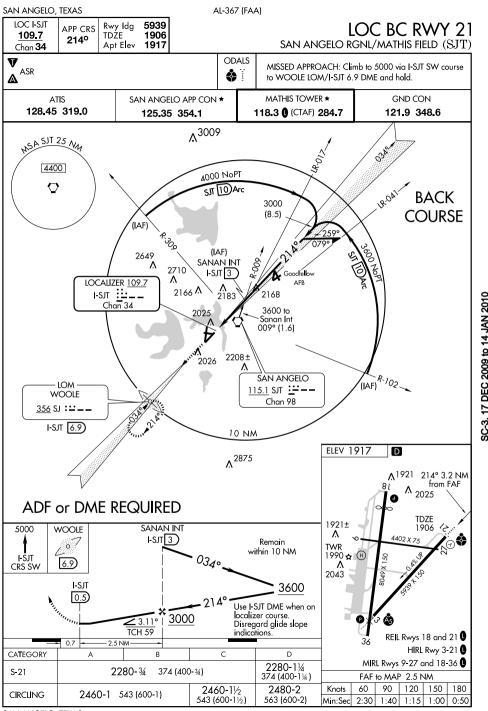


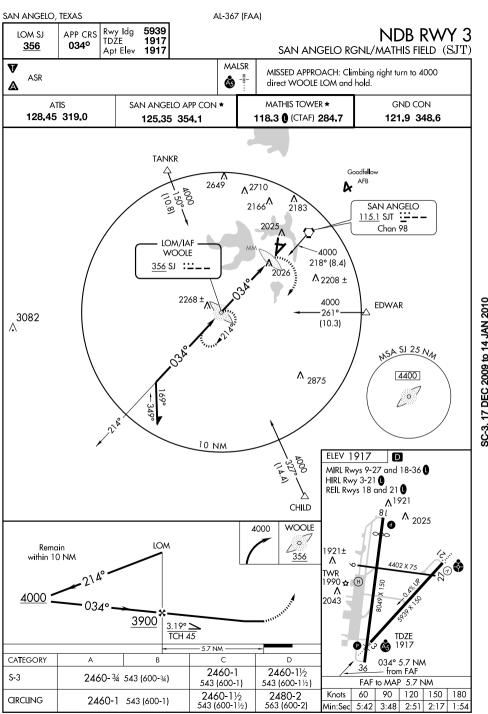


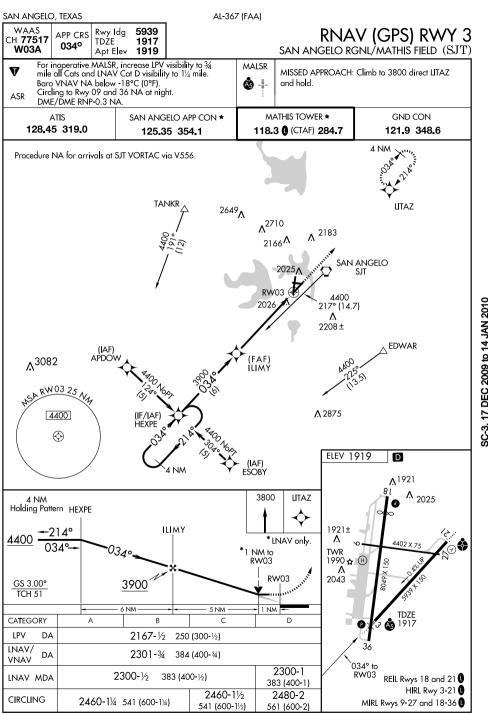




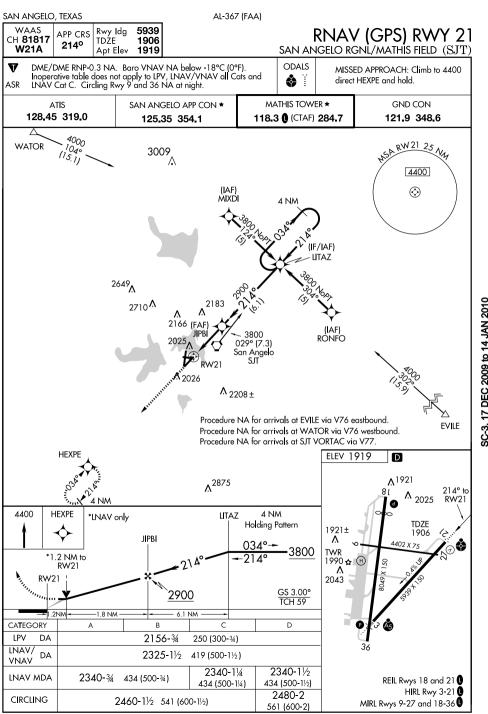




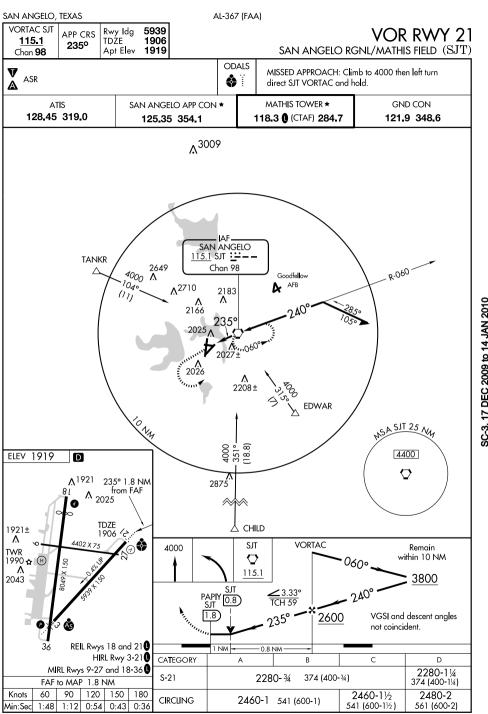




SAN ANGELO,	TEXAS		AL-367	7 (FAA)			
WAAS CH 93801 W18A	APP CRS Rwy 1780 TDZE Apt I	1908					(GPS) RWY 18 GNL/MATHIS FIELD (SJT)	
	NE/DME RNP-0.3 AV/VNAV NA b		direct l	D APPROACH: Climb to 4000 HUMUG and left turn via 084° D EDWAR and hold.				
A1 128.45	SELO APP CON * 85 354.1	MATHIS TOWER * 118.3 (1) (CTAF) 284.7			GND CON 121.9 348.6			
4	18 25 N _A 400 G O84° C O84°	264 (9) HU	9 000 (F) 000	(IF/IA HONC) 41 AF) DEN 33	rrivals at EVILE on 1 V77 northbound F) DB (IA 268°) 8 ± EDWAF 5 NM Holding Pattern 8°	V76 easth. F) PA ELEV 1 178° RW1	to	SC-3 17 DEC 2009 to 14 JAN 2010
* LNAV only	*1.6 NM to RW18	 	178°	← 1 <i>7</i>	8° 4100	1921± Λ TWR 1990 ☆	4402 X 75 (2) (2) (3) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4	
	· '	NM -	- 6 NM		GS 3.00° TCH 45	2043	8049% X	
LPV DA	A	213 2325	C 58-1 250 (300-1) i-1½ 417 (500-1½	.)	D		• • •	
LNAV MDA	2440-1		2440-11	2	2440-1 ³ / ₄ 532 (600-1 ³ / ₄)		36 REIL Rwys 18 and 21 0	
CIRCLING		2460-1 ½ 5			2480-2 561 (600-2)	1	HIRL Rwy 3-21 0 MIRL Rwys 9-27 and 18-36 0	

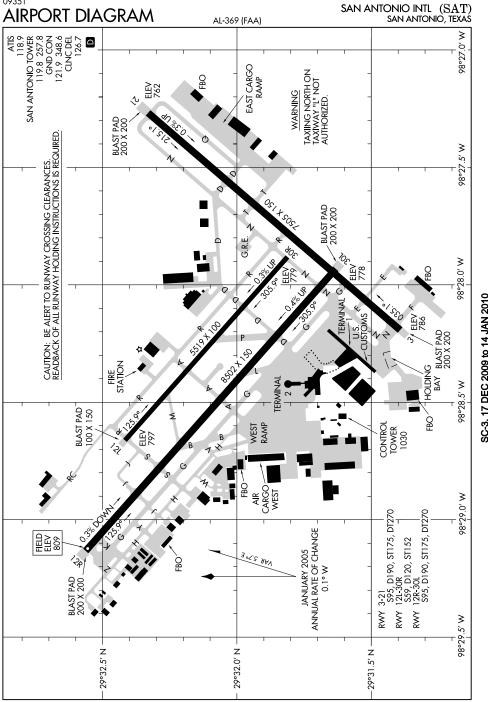


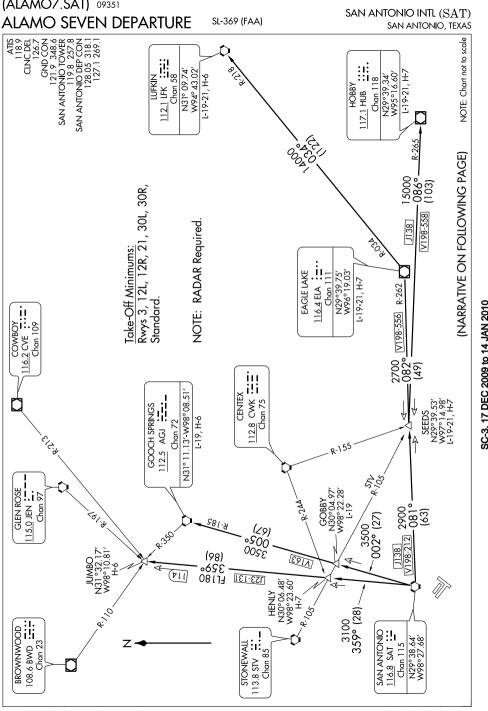
SAN ANGELO, TEXAS AL-367 (FAA) VORTAC SJT Rwy Idg 5939 VOR/DME or TACAN RWY 3 APP CRS 115,1 TDŹE 1917 045° SAN ANGELO RGNL/MATHIS FIELD (SJT) Apt Elev 1919 Chan 98 *Cat E circling NA west of Rwy 18-36. MALSR MISSED APPROACH: Climbing left turn to 4400 via A Å SJT R-284 to TANKR/11 DME and hold. ASR MATHIS TOWER ★ GND CON SAN ANGELO APP CON ★ ATIS 128,45 319.0 125.35 354.1 118.3 (CTAF) 284.7 121.9 348.6 (IAF) NSA SJT 25 M POHMI SJT [15] 4400 \Diamond TANKR SJT [11] 1040 2649 \$\hbegin{align*}
\hbegin{align*}
2710 \\
\hbegin{align*}
\hbegin{align*} Goodfellow 2840,... AFB 2183 <u>/\</u> 2166 SAN ANGELO 15)Arc <u>115.1</u> SJT <u>:--</u> − 2025_A SC-3, 17 DEC 2009 to 14 JAN 2010 Chan 98 2026 ILRUH **∧** 2208± SJT 8.4 ۸³⁰⁸² *3900 2295 ± OÁS (6.6) NIYGO SJT [15] 7. 2875 ELEV 1919 D (IAF) R-225 OMIYU **∆**1921 SJT [15) ۸ ₂₀₂₅ # Mandatory 1921± 4400 NIYGO ۸ 4402 X 75 TANKR 15) TWR SJT [11) SJT 1990 ☆ 🕕 **ILRUH** R-284 8.4) 4000 2043 SJT 0450 4.1 TDZE 1917 3.3 3900 3.23° 045° TCH 50 4.3 NM -0.8-0.5 6.6 NM -CATEGORY Α В C F 2420-11/4 503 (600-1/2) 2420-1 503 (600-1) 2420-1/2 S-3 REIL Rwys 18 and 21 503 (600-11/4) HIRL Rwy 3-21 2480-2 2520-21/4 2460-11/2 CIRCLING* 2460-1 541 (600-1) MIRL Rwys 9-27 and 18-36 541 (600-1½) 561 (600-2) 601 (700-21/4)



SAN ANTONIO, TEXAS			AL-10309 (FAA)					
APP CRS 166°	Rwy Idg 3785 TDZE 1385 Apt Elev 1385	RNAV (GPS) RWY 17 SAN ANTONIO/ BOERNE STAGE FIELD (5C1)						
V A NA	Circling NA east of Rw Visibility reduction by h received, procedure NA	nelicopters NA. Use Sa		MISSED APPROACH: Climbing right turn to 4100 direct MEDIN.				
SA	AN ANTONIO INTL ATIS 118.9		SAN ANTONIO APP CON 125.1 307.0			UNICOM 123.0 (CTAF) ()		
,	dure NA for arrivals at a via V198 northwest bour		3600 174° 18.7)	(IAF) ONEWALL STV	Procedure NA for arr STV VORTAC via V3: northwest bound	58-568		
(IAF) COMF			8612					
			(IF) FIDGU					
	△ ^{Mi}	∆ 3048	(FAF) CUSUL	∖ 1629±		7 25 Na		
ELEV 138	5	∧ ²¹⁴³	Ĭ	Λ ¹⁶²³ Λ ¹⁶⁶⁴	NSA RW1	00		
166° to – RW17	1		Tummi.					
TDZE 1 1385 Zl	∠\ ∞∞ û	3600		CUSUL	4	MEDIN		
	0 4340×60	Procedure Turn NA	1660	2700 *	RW 03° - 1H 40	177		
	3 5	CATEGORY	6 NM -	В В	4 NM	D		
		LNAV MDA		615 (700-1)	NA			
LIRL RWY	17-35 🕻 *	CIRCLING	2080-1 695 (700-1)	2120-1 735 (800-1)	NA			

SAN ANTOI	NIO, TEXAS			AL-10309 (FAA)					
APP CRS 346°	TDŹE Č	3840 1385 1385	RN. SAN ANTONIO,	NAV (GPS) RWY 35 NIO/ BOERNE STAGE FIELD (5C1)					
V	Circling to I	NÁ. DME/[A at night. Circling NA east of Rwy 17-35. Visibility reduction by /DME RNP-0.3 NA. Use San Antonio Intl altimeter setting; if not to 4100 direct JEGUM and						
SAN ANTONIO INTLATIS 118.9			SAN	ANTONIO APP C 125.1 307.0		ICOM (CTAF) (
				∧ 3048					
			MEDIN						
				▼ 270	·	EGUM			
				∧ 2143 ±		A 1 / 00			
					1609 ± Λ	∧ 1623 RW35 ∧ 16	64		
Pr	ocedure NA fo				346°	(FAF)			
	KICED	Jilliwesi bot	ona.		Ŷ	CUROP			
30)49A		1000 02°	Δ:	2042				
	<i>7.</i> \	3'''	∆3049	•	2400				
		1		(IAE) (3200 991°	(IF)			
		4		HIGMI	5) — Y F	OSGA	RW 35 25 Ny		
							4100		
ELEV 138	35		\neg				⊗)		
LIRL RWY 1									
	۷l								
	o∞ ☆		4100 JEG	UM 270°	AEDIN		FOSGA		
			$ \uparrow \uparrow \prec$	→ TRK	Δ		3200		
	4340 X 60				CUROP	- 10 1			
	60				COROP	001°			
			N _I RV	V35	6° 302° 2400	<u>D</u>	Procedure		
			RV Transing		<u>≤3.02°</u> TCH 40		Turn NA		
	DZE 35 385 \		CATEGORY	3.1 NM A	В	6.1 NM —	D D		
	\ <u>-</u>	- 346° to	LNAV MDA	1980-1	595 (600-1)		NA		
		RW35	CIRCLING	2080-1 695 (700-1)	2120-1 735 (800-1)		NA		





(ALAMO/.SAI) 09351 ALAMO SEVEN DEPARTURE

SAN ANTONIO INTL (SAT) SAN ANTONIO, TEXAS

SL-369 (FAA)

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to SAT VORTAC maintain 5000 feet, Thence

.... via (Transition). Expect filed altitude 10 minutes after departure.

EAGLE LAKE TRANSITION (ALAMO7.ELA): From over SAT VORTAC via SAT R-081 to SEEDS INT, then via ELA R-262 to ELA VOR/DME.

GOBBY TRANSITION (ALAMO7. GOBBY): From over SAT VORTAC via SAT R-002 to GOBBY INT.

HENLY TRANSITION (ALAMO7.HENLY): From over SAT VORTAC via SAT R-359 to HENLY INT

HOBBY TRANSITION (ALAMO7.HUB): From over SAT VORTAC via SAT

R-081 to SEEDS INT, then via HUB R-265 to HUB VOR/DME. JUMBO TRANSITION (ALAMO7.JUMBO): From over SAT VORTAC via SAT R-359 to JUMBO INT.

GOOCH SPRINGS TRANSITION (ALAMO7.AGJ): From over SAT VORTAC via SAT R-002 to GOBBY INT, then via AGJ R-185 to AGJ VORTAC. LUFKIN TRANSITION (ALAMO7.LFK): From over SAT VORTAC via SAT

R-081 to SEEDS INT, then via ELA R-262 to ELA VOR/DME, then via ELA R-034 and LFK R-218 to LFK VORTAC. SEEDS TRANSITION (ALAMO7.SEEDS): From over SAT VORTAC via SAT

R-081 to SEEDS INT.

TAKE-OFF OBSTACLES:

Tree 734' from DER, 695' left of centerline, 31' AGL/793'MSL. **RWY 3:** RWY 12R: Antenna on Tower 1034' from DER, 723' right of centerline, 42' AGL/820'MSL.

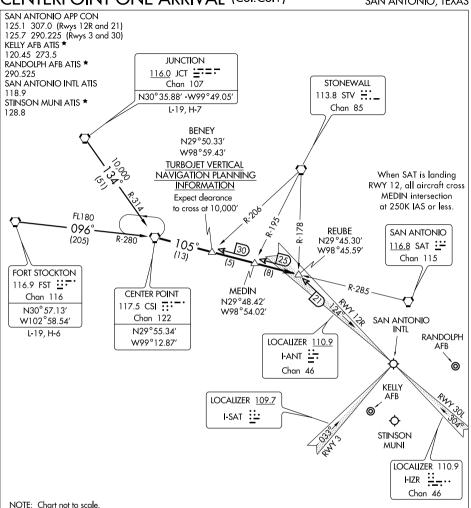
Building and Vent on Building beginning 3801' from DER, 1488' right of centerline, 117' AGL/881'MSL.

Antenna on Hangar and Flagpole beginning 1198' from DER, 700' right of centerline, RWY 21: up to 39' AGL/825'MSL. Sign 2713' from DER, 1034' right of centerline, 71' AGL/857'MSL.

RWY 30L: Tower and Poles beginning 1931' from DER, 834' left of centerline, up to 42' AGL/892'MSL. Sign 2435' from DER, 1042' right of centerline, 54' AGL/873'MSL.

RWY 30R: Rod on Obstruction Light 1261' from DER, 591' left of centerline, 57' AGL/854'MSL.

(BOWIE3.SAT) 07298 SAN ANTONIO INTL (SAT) **BOWIE THREE DEPARTURE** SL-369 (FAA) SAN ANTONIO, TEXAS ATIS 118.9 CLNC DEL 126.7 SAN ANGELO GND CON 115.1 SJT ⋢ 121.9 348.6 STONEWALL Chan 98 SAN ANTONIO TOWER 113.8 STV**∷** 119.8 257.8 Chan 85 DEP CON LEJON 1257 ·R-096 [9] N30°06.77' W99°07.32′ L-19. H-7 R-248 SAN ANTONIO FL 180 FI 180 116.8 SAT := 28ŏš **SHUCK** Chan 115 N30°30.44′ N29°38 64′ W101° 17.57′ R-015 -280 **KNAGA** W 98° 27.68′ H-7 N30°01.01′ W99°32.45′ CENTER POINT 117.5 CSI .:: THREE RIVERS FORT STOCKTON Chan 122 111.4 THX 116.9 FST :::-Chan 51 Chan 116 N28°30.32′ W98°09.07' L-20, H-7 -YENNŚ SC-3, 17 DEC 2009 to 14 JAN 2010 N29°04.08′ W98°19.32′ COT R-040 MILET N28°43.82' COTULIA W98°47.88′ 115.8 COT =:--L-20 R-283 Chan 105 LAREDO 117.4 LRD 🔙 CORPUS CHRISTI Chan 121 115.5 CRP ==== N27°28.73′ Chan 102 W99°25.06' N27°54.23′ L-20. H-7 W97°26.69' NOTE: Chart not to scale. L-20-21, H-7 DEPARTURE ROUTE DESCRIPTION Fly runway heading for vector to assigned route. All aircraft maintain 5000 feet, expect further clearance to filed altitude/flight level 10 minutes after departure. CORPUS CHRISTI TRANSITION (BOWIE3.CRP): From over SAT VORTAC via SAT R-160 to YENNS INT, then via THX R-337 to THX VORTAC, then via THX-R 126 and CRP R-305 to CRP VORTAC. LAREDO TRANSITION (BOWIE3.LRD): From over SAT VORTAC via SAT R-190 to MILET INT, then via LRD R-015 to LRD VORTAC. LEJON TRANSITION (BOWIE3.LEJON): From over SAT VORTAC via SAT R-301 to LEJON INT. MILET TRANSITION (BOWIE3.MILET): From over SAT VORTAC via SAT R-190 to MILET INT. SHUCK TRANSITION (BOWIE3.SHUCK): From over SAT VORTAC via SAT R-301 to LEJON INT, then via STV R-248 and CSI R-280 to SHUCK INT. THREE RIVERS TRANSITION (BOWIE3.THX): From over SAT VORTAC via SAT R-160 to YENNS INT, then via THX R-337 to THX VORTAC.

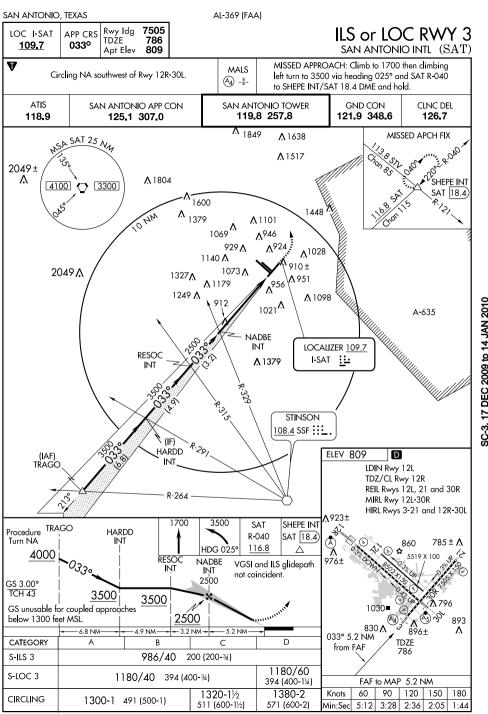


FORT STOCKTON TRANSITION (FST.CSI1): From over FST VORTAC via FST R-096 and CSI R-280 to CSI VORTAC. Thence

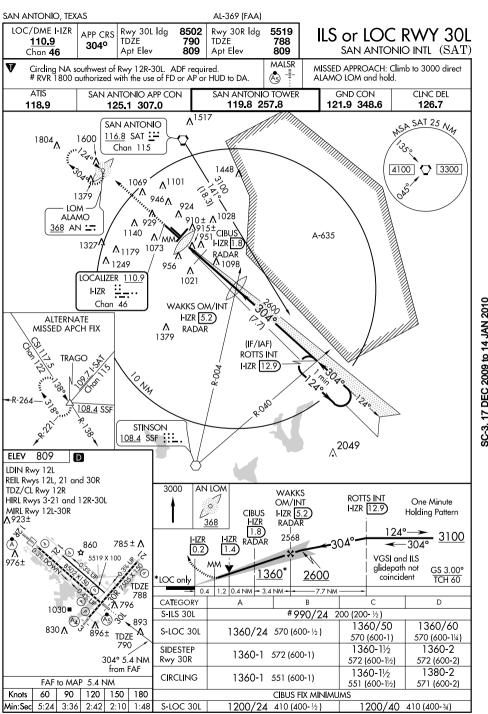
JUNCTION TRANSITION (JCT.CSI1): From over JCT VORTAC via JCT R-134 and CSI R-314 to CSI VORTAC. Thence

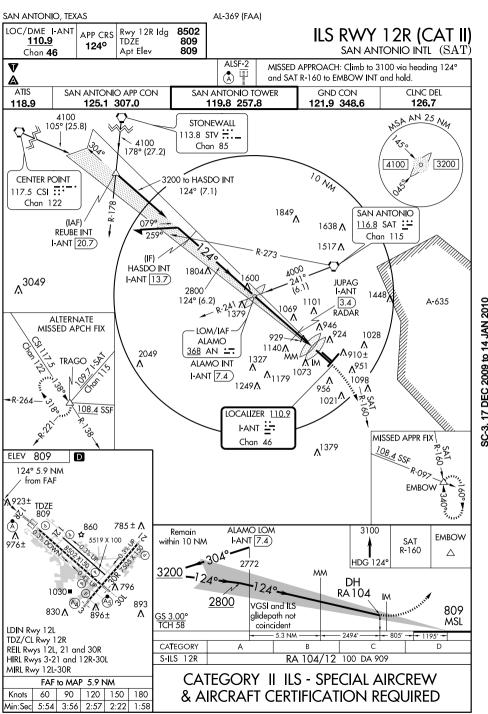
. . . . From over CSI VORTAC via CSI R-105 to REUBE INT. Expect vector to final approach course.

<u>SATELLITE AIRPORTS</u>: Conform to SAT routing and frequency assignment.



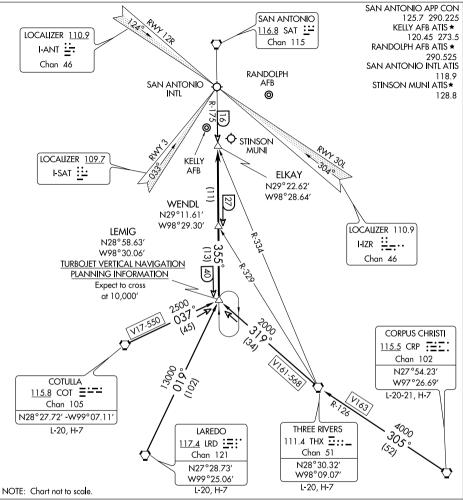
SAN ANTONIO, TEXAS AL-369 (FAA) LOC/DME I-ANT Rwy 12R Idg 8502 Rwy 12L Ida 5519 ILS or LOC RWY 12R APP CRS 110.9 TDŹE 809 797 TDŹE 124° Apt Elev Apt Elev SAN ANTONIO INTL (SAT) 809 809 Chan 46 ALSF-2 MISSED APPROACH: Climb to 3100 via heading 124° Circlina NA southwest of Rwy 12R-30L. and SAT R-160 to EMBOW INT and hold A ATIS SAN ANTONIO APP CON SAN ANTONIO TOWER GND CON CLNC DEL 118.9 125.1 307.0 119.8 257.8 121.9 348.6 126.7 AN 25 M 4100 STONEWALL 105° (25.8) 113.8 STV ∷. 4100 Chan 85 178° (27.2) 3200 4100 10 14 3200 NoPT to HASDO INT CENTER POINT 124° (7.1) 117.5 CSI ... Chan 122 1849 SAN ANTONIO R-1 079° (IAF) 116.8 SAT <u>:</u>-1638 A REÙBE INT Chan 115 I-ANT 20.7 1517 ^ R-273. (IF) HASDO INT 0004 1804 ۸³⁰⁴⁹ I-ANT 13.7 24) JUPAG 16.11 2800 I-ANT 1448 124° (6.2) A-635 1101 3.4 R-2A1 11 1379 1069 RADAR ALTERNATE A946 MISSED APCH FIX LOM/IAF 1028 929 ALAMO 1140 Λ 368 AN 🞞 2049 **TRAGO** 1327 ALAMO INT <u>⊼</u>951 MISSED APPR FIX 1073 I-ANT 7.4 ۸₁₁₇₉ 1249∧ 956 108.4 SSF 08.4 SSF 1021 R-09> LOCALIZER 110.9 I-ANT **EMBOW** Chan 46 ۸¹³⁷⁹ **ELEV** 809 124° 5.9 NM ALAMO LOM 3100 **EMBOW** Remain from FAF I-ANT (7.4) SAT within 10 NM Δ R-160 .304° IUPAG 923± 2772 HDG 1249 TDZE I-ANT 3200 809 **TDZE** 3.4) I-ANT 1249 797 785 ± Λ 860 RADAR 3.3 VGSI and ILS I-ANT MM IM 1.6 alidepath not 976± 2800 coincident * 1440 GS 3.00° *LOC only. TCH 58 4 NM CATEGORY Α D 893 S-ILS 12R 1009/18 200 (200-1/2) .Λ.[©] 896± 1440/60 1440-11/2 S-LOC 12R 1440/24 631 (700-1/2) 631 (700-11/4) 631 (700-11/2) LDIN Rwy 12L 1600-11/4 1600-21/4 1600-21/2 SIDESTEP TDZ/CL Rwy 12R 1600-1 12L REIL Rwys 12L, 21 and 30R 803 (800-1) 803 (800-11/4) 803 (800-21/4) 803 (800-21/2) HIRL Rwys 3-21 and 12R-30L 1440-13/ 1440-2 CIRCLING 1440-1 631 (700-1) MIRL Rwy 12L-30R 631 (700-134) 631 (700-2) FAF to MAP 5.9 NM JUPAG FIX MINIMUMS 60 90 120 150 180 Knots 1240/50 1240/40 S-LOC 12R 1240/24 431 (500-1/2) 2:22 Min:Sec 5:54 3:56 2:57 1:58 431 (500-34) 431 (500-1)





O9127 ST-369 (FAA) LEMIG ONE ARRIVAL (LEMIG.LEMIG1)

NIGT) SAN ANTONIO, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LEMIG1): From over CRP VORTAC via CRP R-305 and THX R-126 to THX VORTAC, then via THX R-319 to LEMIG INT.

COTULLA TRANSITION (COT.LEMIG1): From over COT VORTAC via COT R-037 to LEMIG INT. Thence

LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to

LEMIG INT. Thence

THREE RIVERS TRANSITION (THX.LEMIG1): From over THX VORTAC via THX R-319

(MARCS.MARCS9) 09351 ST-369 (FAA) MARCS NINE ARRIVAL SAN ANTONIO, TEXAS SAN ANTONIO APP CON MAVERICK 127.1 269.1 WACO 124.45 335.625 assigned 113.1 TTT 115.3 ACT :---Chan 78 KELLY AFB ATIS★ Chan 100 120.45 273.5 N 31°39.74′ - W 97°16.14′ RANDOLPH AFB ATIS★ L-19. H-6 290.525 SAN ANTONIO INTLATIS 118.9 WINDU STINSON MUNI ATIS* N31°31.83' 128.8 W97°04.95' L-19, H-6 **GOOCH SPRINGS** 112.5 AGJ :---**BLEWE** Chan 72 N31°12.46′ W97°12.54′ R-083 LUFKIN 112.1 LFK :::: Chan 58 N31°09.74′-W94°43.02′ L-19-21, H-6 **MARCS** N29°53.87' W97°51.68' CENTEX L-15, H-7 SC-3, 17 DEC 2009 to 14 JAN 2010 112.8 CWK ==== Turbojets: Expect clearance to cross MARCS at 13000. STONEWALL N30°22.71′-W97°31.79′ 113.8 STV **∷** L-19-21, H-7 Chan 85 20 NM 4000 4000 R-105 259° 259° (45)(22)INDUSTRY **CRAYS** TROOP 110.2 IDU <u>∺</u>... N29°55.11′ N29°40.84' W97°25.99' Chan 39 W98°22.52' N29°57.36′-W96°33.73′ **BRAUN** L-19-21, H-7 LOCALIZER 110.9 N29°48 77' I-ANT 🗀 W98°03.79′ Chan 46 CRISS N29°39.52' C 8-05pc NOTE: Assigned by ATC only. W98°25.62′ NOTE: For SAT Intl landing Rwy 12R, SAN ANTON**I**O depart CRISS INT heading 300°. 1168 SAT := Chan 115 SAN ANTONIO NOTE: For SAT Intl landing Rwy 30L, RANDOLPH AFB depart TROOP INT heading 140°. LACKLAND AFB KELLY FIELD LOCALIZER 110.9 ANNEX I-IZR <u>=</u>_... STINSON MUNI Chan 46 LOCALIZER 109.7 I-SAT ::: (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale

(MARCS.MARCS9) 09351 ST-369 (FAA) MARCS NINE ARRIVAL SAN ANTONIO, TEXAS ARRIVAL ROUTE DESCRIPTION CENTEX TRANSITION (CWK.MARCS9): From over CWK VORTAC

via CWK R-205 to MARCS INT. Thence INDUSTRY TRANSITION (IDU.MARCS9): From over IDU VORTAC via IDU R-259 to MARCS INT. Thence LUFKIN TRANSITION (LFK.MARCS9): From over LFK VORTAC

via LFK R-228 and IDU R-044 to IDU VORTAC, then via IDU R-259 to MARCS INT. Thence. . . . WACO TRANSITION (ACT.MARCS9): From over ACT VORTAC

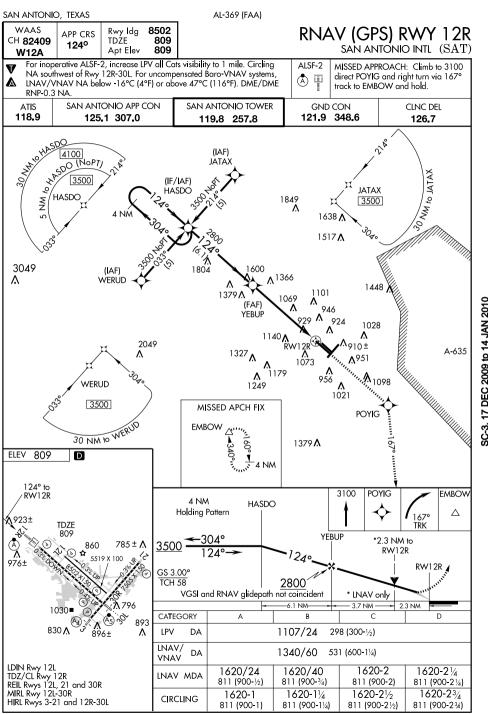
via ACT R-165 to BLEWE INT, then via CWK R-012 to CWK VORTAC. then via CWK R-205 to MARCS INT. Thence. . . . WINDU TRANSITION (WINDU, MARCS9): From over WINDU INT

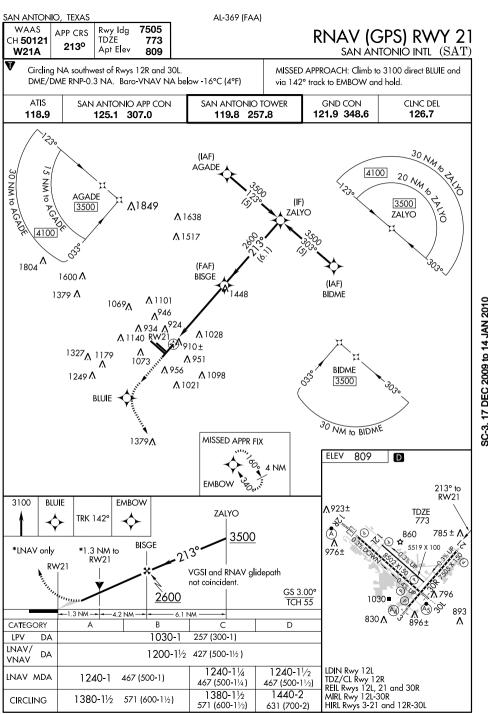
via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence.

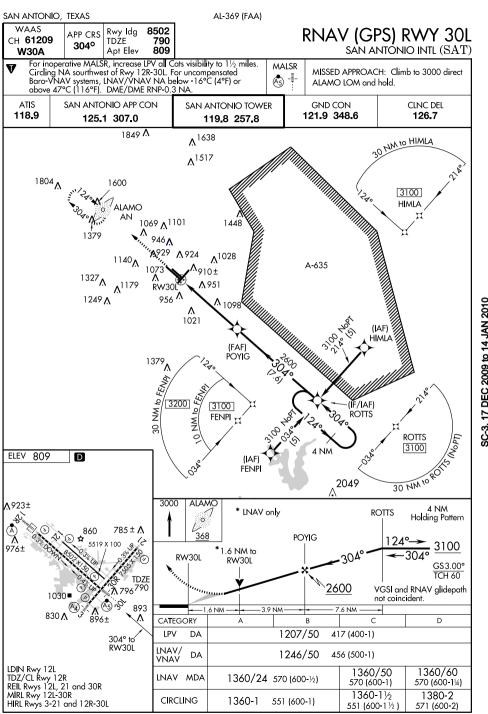
SC-3, 17 DEC 2009 to 14 JAN 2010

. . . . From over MARCS INT via SAT R-056 to CRISS INT. Expect radar vectors to final approach course. Landing other than SAT Rwy 12R/30L expect radar vectors to final approach course after CRISS INT.

SAN ANTONIO	O, TEXAS						
WAAS CH 77613 W03A	U330 ID	y Idg 7505 ZE 786 r Elev 809	1)	RNAV (GPS) RWY 3	<u>;</u>
Circling VNAV s	NA southwest of	Rwy 12R-30L. F NAV NA below	VNAV, and LNAV Cat C or uncompensated Baro- 16°C (4°F) or above	MALS (A)		I: Climb to 3500 direct 026° to SHEPE and hold.	
ATIS 118.9	SAN ANTON 125.1		SAN ANTONIO TOV 119.8 257.8		GND CON 121.9 348.6	CLNC DEL 126.7	
118.9 125.1 307.0 119.8 257.8 121.9 348.6 126.7 2049± MISSED APCH FIX SHEPE AND A 1804 A 1804 A 1804 A 1809 A 100 A 100 A 100 A 101 A 100 A 1028 A 100 A 100 A 100 A 101 A 100 A 100 A 101 A 100 A 100							
Procedure Turn NA H		- ·	3500 BISGE NADBE *1.4 NM t RW03	track	PEPE A 976±	860 785± Λ \$\frac{\phi}{2}\$ 5519 X 100 \$\frac{\phi}{2}\$	
GS 3.00° TCH 43 VGSI and RNAV glidepath not coincident.						(A) 18 (A) 19 893	
CATEGORY	4.9 NM —	3.2 NM —	3.8 NM - 1.4	NM - D		✓ TDZE	
LPV DA	A	986		U	-	/ 786	
LNAV/ DA)-2 574 (600-2)		<u> </u>	033° to RW03	
LNAV MDA	1280/4	0 494 (500-3/4) 1280/60 494 (500-1½)	1280-1 494 (500-1	16.1 TDZ/CL Rwy 12	2R 21 and 20B	
CIRCLING	1300-	1 491 (500-1)	1320-1½ 511 (600-1½)	1380-2	2 MIRL Rwy 12L-	30R	

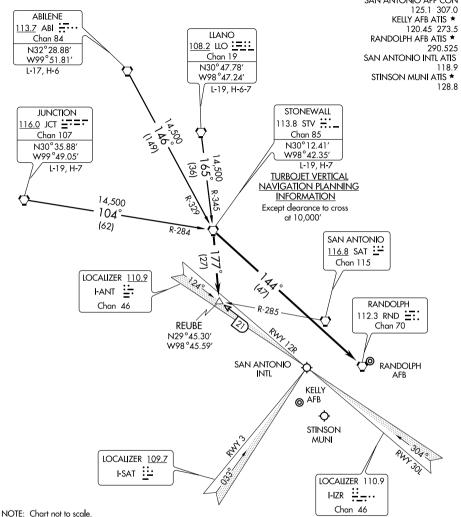






07298 ST-369 (FAA)

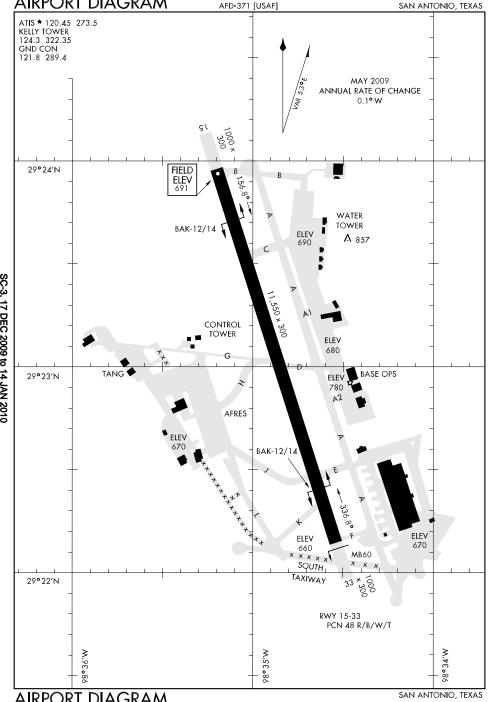
SAN ANTONIO, TEXAS SAN ANTONIO APP CON



ABILENE TRANSITION (ABI.STV1): From over ABI VORTAC via ABI R-146 and STV R-329 to STV VORTAC. Thence . . JUNCTION TRANSITION (JCT.STV1): From over JCT VORTAC via JCT R-104 and STV R-284 to STV VORTAC. Thence LLANO TRANSITION (LLO.STV1): From over LLO VORTAC via LLO R-165 and STV R-345 to STV VORTAC. Thence . . . ALL AIRPORTS EXCEPT RANDOLPH AIR FORCE BASE: From over STV VORTAC via STV R-177 to REUBE INT. Expect radar vectors to final approach course.

RANDOLPH AIR FORCE BASE: From over STV VORTAC via direct RND VORTAC.

STONEWALL ONE ARRIVAL (STV. STV1)



NOTE: Chart not to scale.

SAN ANTONIO APP CON 125.1 307.0 (Rwys 12R and 21) 125.7 290.225 (Rwys 3 and 30) KELLY AFB ATIS ★ 120.45 273.5 JUNCTION RANDOLPH AFB ATIS ★ 116.0 JCT ==== 290 525 SAN ANTONIO INTLATIS Chan 107 STONEWALL 118.9 113.8 STV ::: N30°35.88′-W99°49.05′ STINSON MUNI ATIS * Chan 85 L-19, H-7 128.8 **BENEY** N29°50.33' W98°59.43' TURBOJET VERTICAL NAVIGATION PLANNING When SAT is landing INFORMATION RWY 12, all aircraft cross MEDIN intersection Expect clearance 8.30p. at 250K IAS or less to cross at 10.000' FL180 096° REUBE SAN ANTONIO N29°45.30′ (205)R-280 1059 116.8 SAT := W98°45.59′ (13)Chan 115 FORT STOCKTON 116.9 FST ::-R-285 MEDIN CENTER POINT Chan 116 N29°48.42' 117.5 CSI :::-N30°57 13′ W98°54.02' Chan 122 W102°58.54′ SAN ANTONIO INTL N29°55.34' L-19. H-6 RANDOLPH LOCALIZER 110.9 W99°12.87' **AFB** I-ANT Chan 46 **KELLY AFB** LOCALIZER 109.7 I-SAT ∷ STINSON MUNI LOCALIZER 110.9 ⊦IZR <u>∷</u>... Chan 46

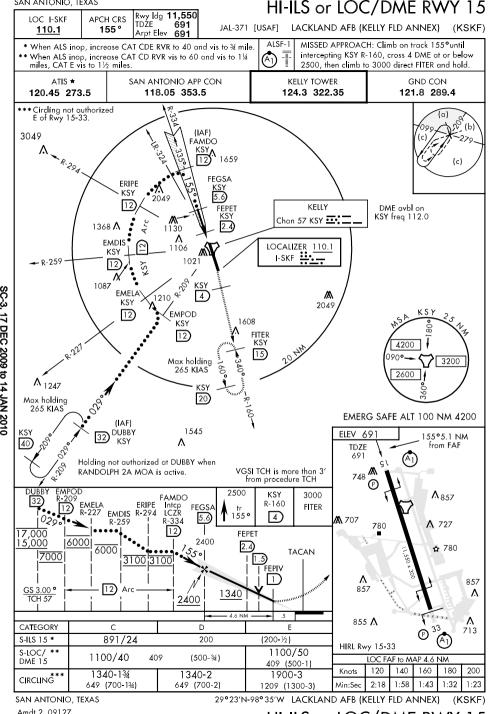
FORT STOCKTON TRANSITION (FST.CSI1): From over FST VORTAC via FST R-096 and CSI R-280 to CSI VORTAC. Thence

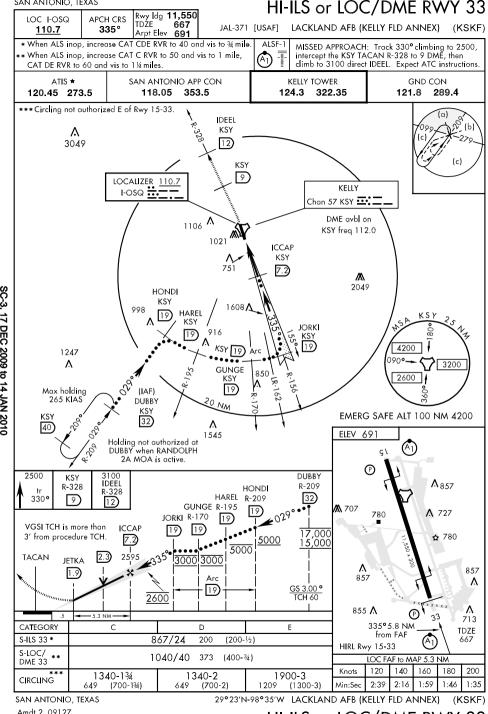
JUNCTION TRANSITION (JCT.CSI1): From over JCT VORTAC via JCT R-134 and CSI R-314 to CSI VORTAC. Thence

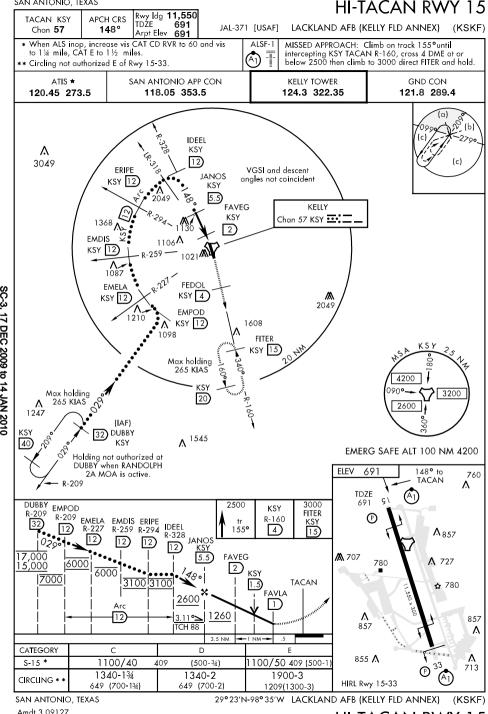
From over CSI VORTAC via CSI R 105 to RELIBE INIT. Expect vector to final

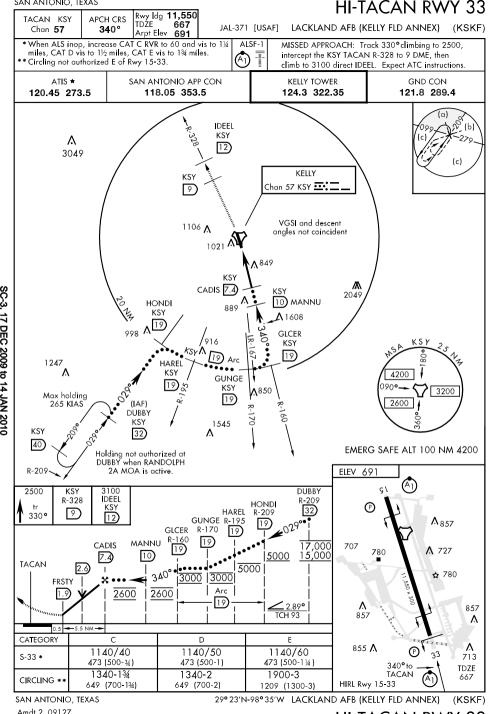
. . . . From over CSI VORTAC via CSI R-105 to REUBE INT. Expect vector to final approach course.

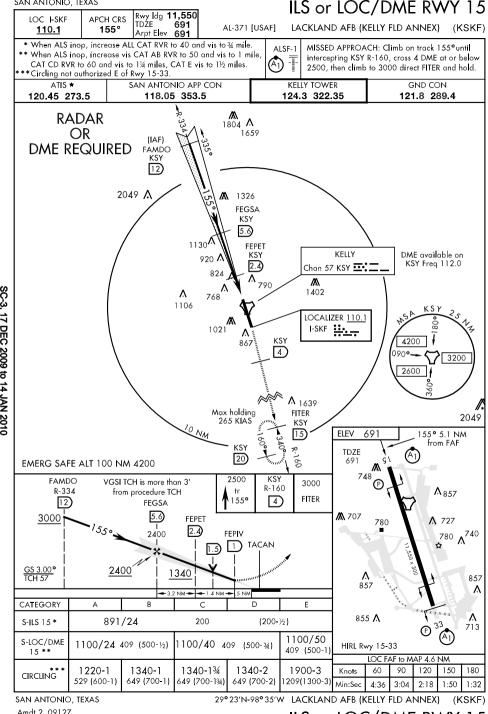
<u>SATELLITE AIRPORTS</u>: Conform to SAT routing and frequency assignment.

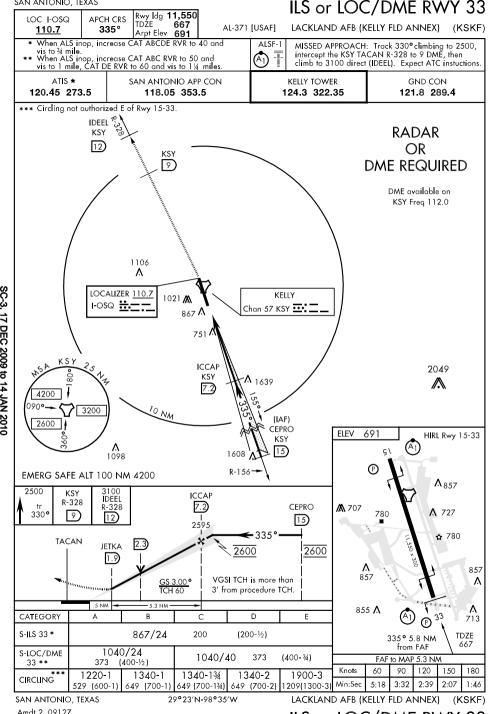






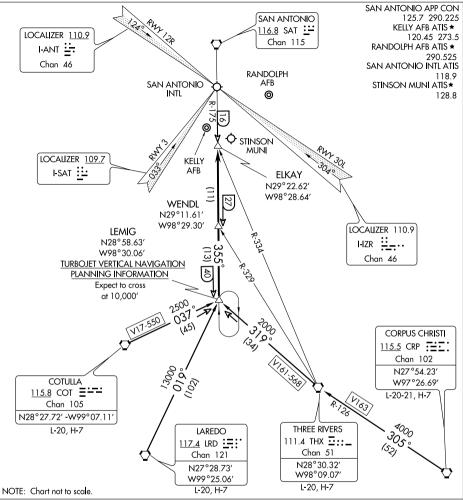






O9127 ST-369 (FAA) LEMIG ONE ARRIVAL (LEMIG.LEMIG1)

NIGT) SAN ANTONIO, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LEMIG1): From over CRP VORTAC via CRP R-305 and THX R-126 to THX VORTAC, then via THX R-319 to LEMIG INT.

COTULLA TRANSITION (COT.LEMIG1): From over COT VORTAC via COT R-037 to LEMIG INT. Thence

LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to

LEMIG INT. Thence

THREE RIVERS TRANSITION (THX.LEMIG1): From over THX VORTAC via THX R-319

(MARCS.MARCS9) 09351 ST-369 (FAA) MARCS NINE ARRIVAL SAN ANTONIO, TEXAS SAN ANTONIO APP CON MAVERICK 127.1 269.1 WACO 124.45 335.625 assigned 113.1 TTT 115.3 ACT :---Chan 78 KELLY AFB ATIS★ Chan 100 120.45 273.5 N 31°39.74′ - W 97°16.14′ RANDOLPH AFB ATIS★ L-19. H-6 290.525 SAN ANTONIO INTLATIS 118.9 WINDU STINSON MUNI ATIS* N31°31.83' 128.8 W97°04.95' L-19, H-6 **GOOCH SPRINGS** 112.5 AGJ :---**BLEWE** Chan 72 N31°12.46′ W97°12.54′ R-083 LUFKIN 112.1 LFK :::: Chan 58 N31°09.74′-W94°43.02′ L-19-21, H-6 **MARCS** N29°53.87' W97°51.68' CENTEX L-15, H-7 SC-3, 17 DEC 2009 to 14 JAN 2010 112.8 CWK ==== Turbojets: Expect clearance to cross MARCS at 13000. STONEWALL N30°22.71′-W97°31.79′ 113.8 STV **∷** L-19-21, H-7 Chan 85 20 NM 4000 4000 R-105 259° 259° (45)(22)INDUSTRY **CRAYS** TROOP 110.2 IDU <u>∺</u>... N29°55.11′ N29°40.84' W97°25.99' Chan 39 W98°22.52' N29°57.36′-W96°33.73′ **BRAUN** L-19-21, H-7 LOCALIZER 110.9 N29°48 77' I-ANT 🗀 W98°03.79′ Chan 46 CRISS N29°39.52' 0 8-02pc NOTE: Assigned by ATC only. W98°25.62′ NOTE: For SAT Intl landing Rwy 12R, SAN ANTON**I**O depart CRISS INT heading 300°. 1168 SAT := Chan 115 SAN ANTONIO NOTE: For SAT Intl landing Rwy 30L, RANDOLPH AFB depart TROOP INT heading 140°. LACKLAND AFB KELLY FIELD LOCALIZER 110.9 ANNEX I-IZR <u>=</u>_... STINSON MUNI Chan 46 LOCALIZER 109.7 I-SAT ::: (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale

(MARCS.MARCS9) 09351 ST-369 (FAA) MARCS NINE ARRIVAL SAN ANTONIO, TEXAS ARRIVAL ROUTE DESCRIPTION CENTEX TRANSITION (CWK.MARCS9): From over CWK VORTAC

via CWK R-205 to MARCS INT. Thence INDUSTRY TRANSITION (IDU.MARCS9): From over IDU VORTAC via IDU R-259 to MARCS INT. Thence LUFKIN TRANSITION (LFK.MARCS9): From over LFK VORTAC

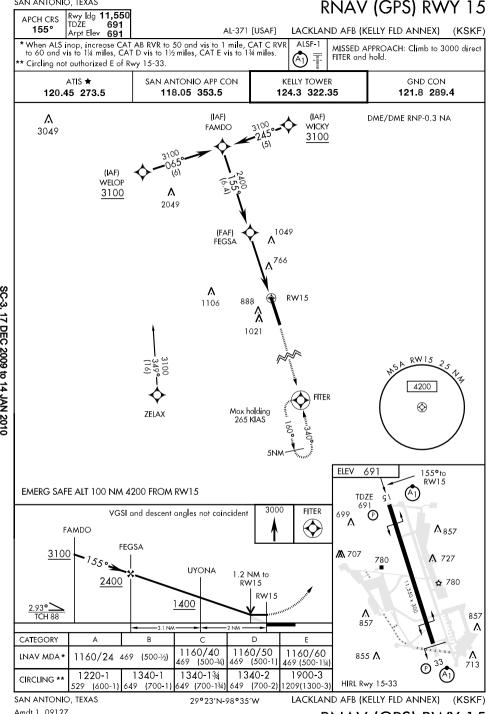
via LFK R-228 and IDU R-044 to IDU VORTAC, then via IDU R-259 to MARCS INT. Thence. . . . WACO TRANSITION (ACT.MARCS9): From over ACT VORTAC

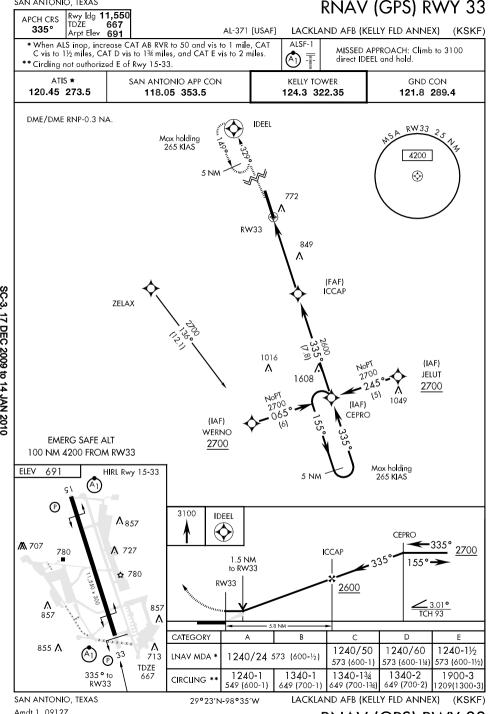
via ACT R-165 to BLEWE INT, then via CWK R-012 to CWK VORTAC. then via CWK R-205 to MARCS INT. Thence. . . . WINDU TRANSITION (WINDU, MARCS9): From over WINDU INT

via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence.

SC-3, 17 DEC 2009 to 14 JAN 2010

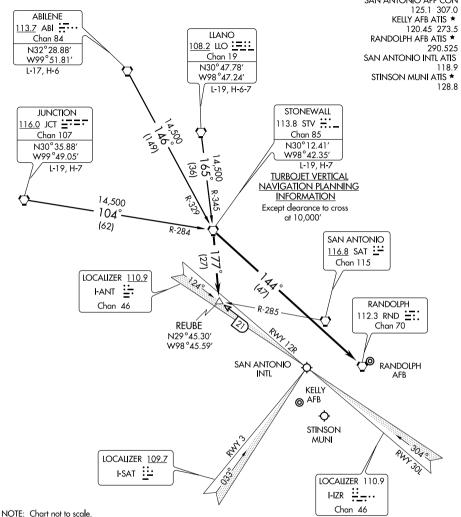
. . . . From over MARCS INT via SAT R-056 to CRISS INT. Expect radar vectors to final approach course. Landing other than SAT Rwy 12R/30L expect radar vectors to final approach course after CRISS INT.





07298 ST-369 (FAA)

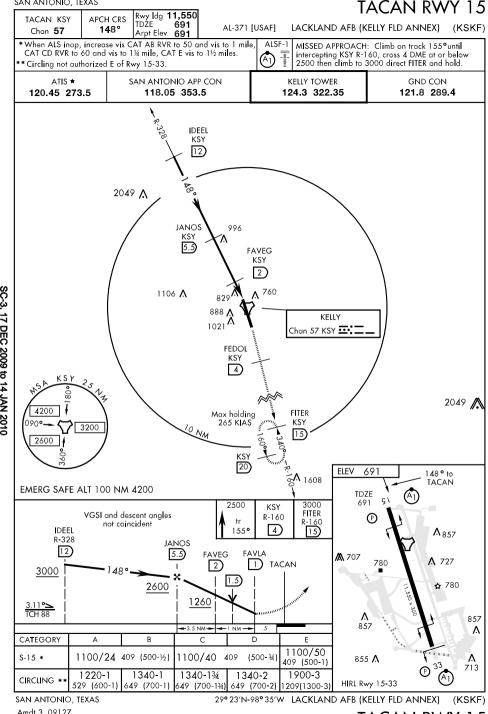
SAN ANTONIO, TEXAS SAN ANTONIO APP CON

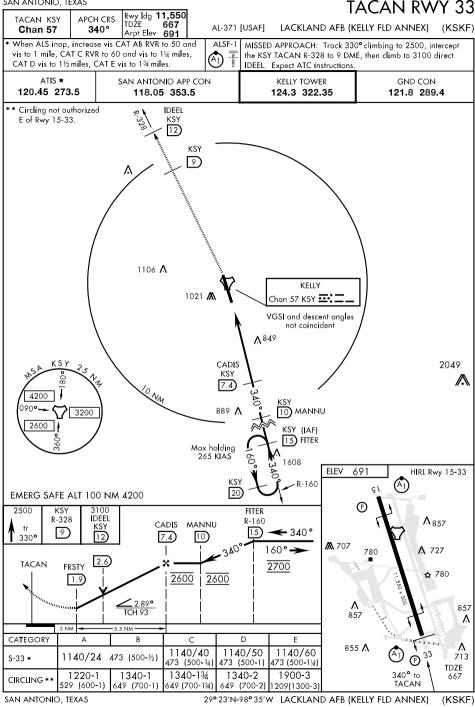


ABILENE TRANSITION (ABI.STV1): From over ABI VORTAC via ABI R-146 and STV R-329 to STV VORTAC. Thence . . JUNCTION TRANSITION (JCT.STV1): From over JCT VORTAC via JCT R-104 and STV R-284 to STV VORTAC. Thence LLANO TRANSITION (LLO.STV1): From over LLO VORTAC via LLO R-165 and STV R-345 to STV VORTAC. Thence . . . ALL AIRPORTS EXCEPT RANDOLPH AIR FORCE BASE: From over STV VORTAC via STV R-177 to REUBE INT. Expect radar vectors to final approach course.

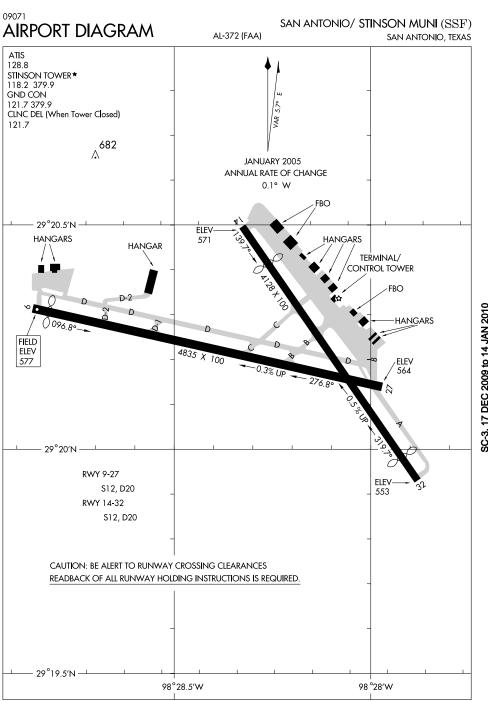
RANDOLPH AIR FORCE BASE: From over STV VORTAC via direct RND VORTAC.

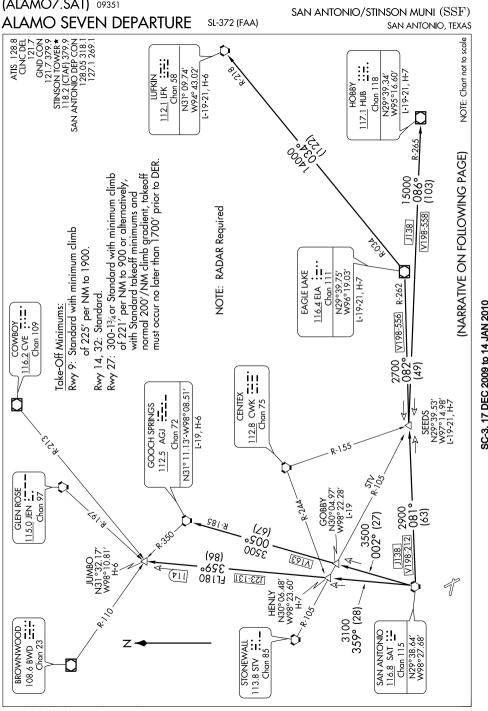
STONEWALL ONE ARRIVAL (STV. STV1)





SC-3, 17 DEC 2009 to 14 JAN 2010





(ALAMO7.SAT) 09351 SAN ANTONIO/ STINSON MUNI (SSF)

ALAMO SEVEN DEPARTURE SL-372 (FAA)

72 (FAA) SAN ANTONIO, TEXAS

SC-3, 17 DEC 2009 to 14 JAN 2010

V

Thence

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading and altitude for radar vectors to SAT VORTAC,

.... via (transition). Expect filed altitude 10 minutes after departure.

EAGLE LAKE TRANSITION (ALAMO7.ELA): From over SAT VORTAC via SAT R-081 to SEEDS INT, then via ELA R-262 to ELA VOR/DME.

GOBBY TRANSITION (ALAMO7.GOBBY): From over SAT VORTAC via SAT R-002 to GOBBY INT.

HENLY TRANSITION (ALAMO7.HENLY): From over SAT VORTAC via SAT

R-359 to HENLY INT.

HOBBY TRANSITION (ALAMO7.HUB): From over SAT VORTAC via SAT

R-081 to SEEDS INT, then via HUB R-266 to HUB VOR/DME.

JUMBO TRANSITION (ALAMO7. JUMBO): From over SAT VORTAC via SAT

R-359 to JUMBO INT.

GOOCH SPRINGS TRANSITION (ALAMO7.AGJ): From over SAT VORTAC via SAT R-002 to GOBBY INT, then via AGJ R-185 to AGJ VORTAC.

LUFKIN TRANSITION (ALAMO7.LFK): From over SAT VORTAC via SAT

R-081 to SEEDS INT, then via ELA R-262 to ELA VOR/DME, then via ELA R-034 and LFK R-218 to LFK VORTAC.

SEEDS TRANSITION (ALAMO7.SEEDS): From over SAT VORTAC via SAT R-081 to SFEDS INT

TAKE-OFF OBSTACLES:

RWY 9: Vehicle on road 285' from DER, 380' left of centerline, 15' AGL/564' MSL.

Trees beginning 1653' from DER, 435' right of centerline, up to 70' AGL/629' MSL.

RWY 14: Vehicle on road 114' on DER, on centerline extending 373' left of centerline,

up to 15' AGL/564' MSL. Trees beginning 72' from DER, 79' right of centerline, up to 70' AGL/607' MSL. Trees beginning 232' from DER, 54' left of centerline, up to 70' AGL/618' MSL. Transmission line tower 4205' from DER, 133' right of

up to 70' AGL/618' MSL. Transmission line tower 4205' from DER, 133' right of centerline, 119' AGL/663' MSL.
RWY 27: Fence 41' from DER, 30' right of centerline, 8' AGL/584' MSL. Vehicle on road

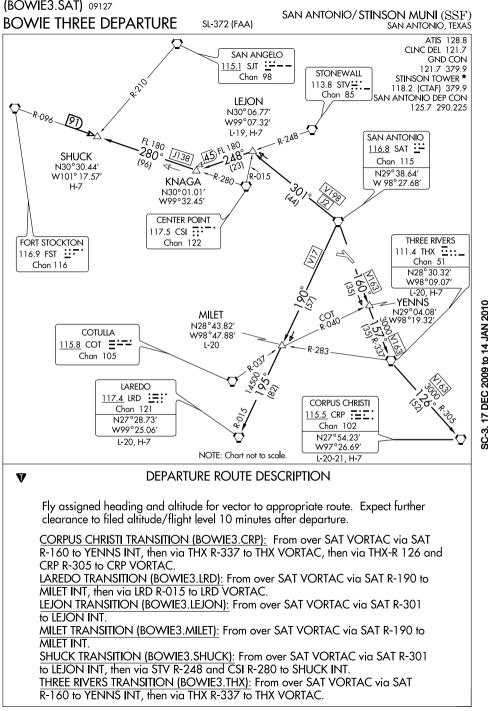
108' from DER, 202' right of centerline, 15' AGL/584' MSL. Vehicle on road 123' from DER, 113' right of centerline, 15' AGL/596' MSL. Trees and Poles beginning 229' from DER, 117' right of centerline, up to 70' AGL/645' MSL. Trees and Poles beginning 599' from DER, 6' left of centerline, up to 70' AGL/634' MSL. Tank beginning 1.3 NM from DER, 1338' right of centerline, 179' AGL/799' MSL.

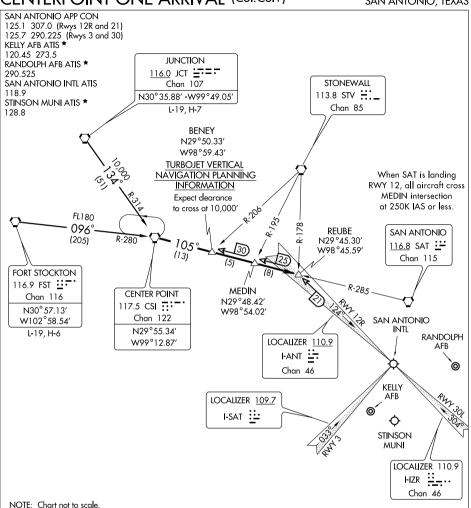
Tank beginning 1.3 NM from DER, 1338' right of centerline, 179' AGL/799' MSL.

Building 1422' from DER, 432' right of centerline, 40' AGL/627' MSL. Building 2133' from DER, 36' left of centerline, 55' AGL/635' MSL.

RWY 32: Fence 17' from DER, 80' left of centerline, 8' AGL/578' MSL. Vehicle on road 54'

from DER, 199' left of centerline, 15' AGL/ 586' MSL. Trees beginning 164' from DER, 125' right of centerline, up to 70' AGL/639' MSL. Trees and Poles beginning 43' from DER, 41' left of centerline, up to 75' AGL/668' MSL.





FORT STOCKTON TRANSITION (FST.CSI1): From over FST VORTAC via FST R-096 and CSI R-280 to CSI VORTAC. Thence

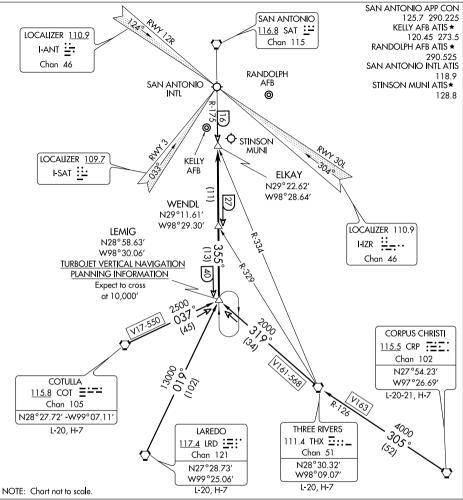
JUNCTION TRANSITION (JCT.CSI1): From over JCT VORTAC via JCT R-134 and CSI R-314 to CSI VORTAC. Thence

. . . . From over CSI VORTAC via CSI R-105 to REUBE INT. Expect vector to final approach course.

<u>SATELLITE AIRPORTS</u>: Conform to SAT routing and frequency assignment.

O9127 ST-369 (FAA) LEMIG ONE ARRIVAL (LEMIG.LEMIG1)

NIGT) SAN ANTONIO, TEXAS



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COTULLA TRANSITION (COT.LEMIG1): From over COT VORTAC via COT R-037 to LEMIG INT. Thence

LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to

LEMIG INT. Thence

THREE RIVERS TRANSITION (THX.LEMIG1): From over THX VORTAC via THX R-319

SC-3, 17 DEC 2009 to 14 JAN 2010

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via CWK R-205 to MARCS INT. Thence INDUSTRY TRANSITION (IDU.MARCS9): From over IDU VORTAC via IDU R-259 to MARCS INT. Thence LUFKIN TRANSITION (LFK.MARCS9): From over LFK VORTAC

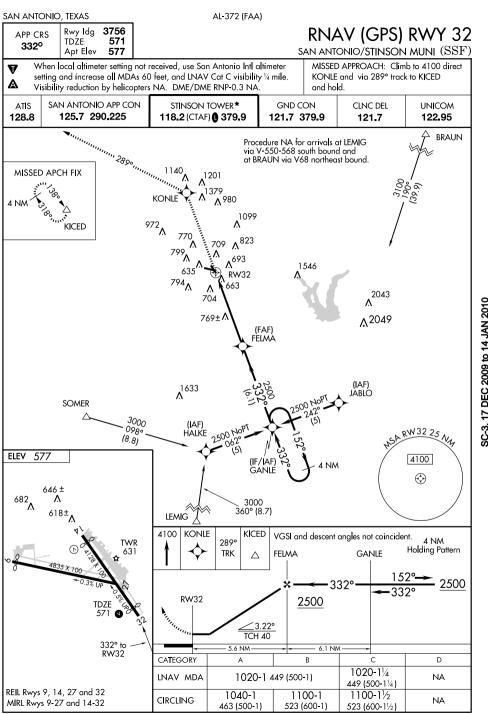
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via ACT R-165 to BLEWE INT, then via CWK R-012 to CWK VORTAC. then via CWK R-205 to MARCS INT. Thence. . . . WINDU TRANSITION (WINDU, MARCS9): From over WINDU INT

via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence.

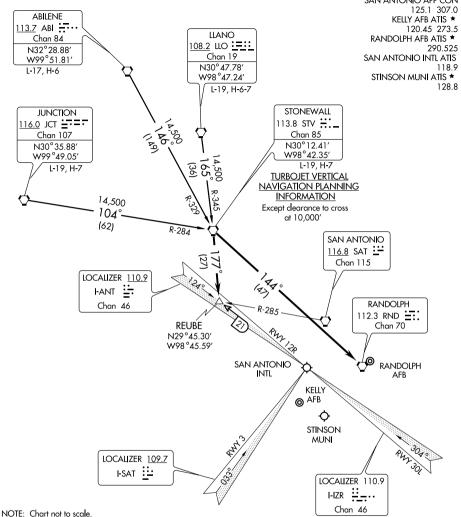
SC-3, 17 DEC 2009 to 14 JAN 2010

. . . . From over MARCS INT via SAT R-056 to CRISS INT. Expect radar vectors to final approach course. Landing other than SAT Rwy 12R/30L expect radar vectors to final approach course after CRISS INT.



07298 ST-369 (FAA)

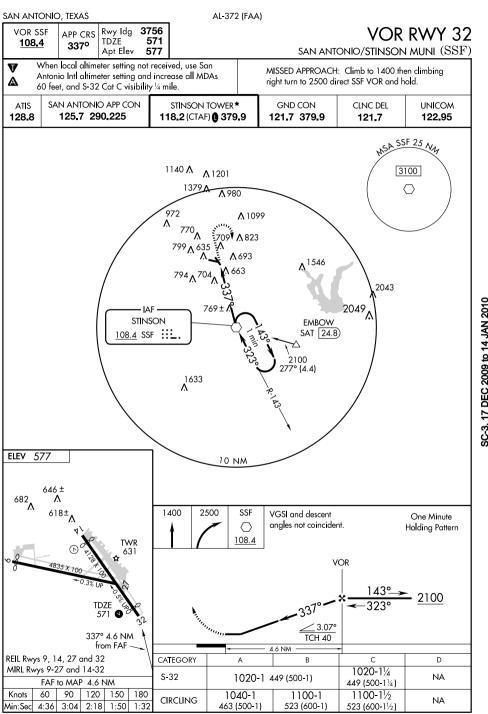
SAN ANTONIO, TEXAS SAN ANTONIO APP CON



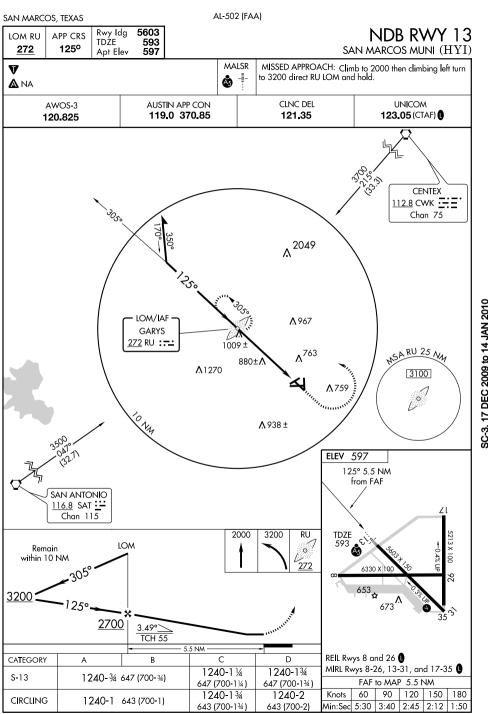
ABILENE TRANSITION (ABI.STV1): From over ABI VORTAC via ABI R-146 and STV R-329 to STV VORTAC. Thence . . JUNCTION TRANSITION (JCT.STV1): From over JCT VORTAC via JCT R-104 and STV R-284 to STV VORTAC. Thence LLANO TRANSITION (LLO.STV1): From over LLO VORTAC via LLO R-165 and STV R-345 to STV VORTAC. Thence . . . ALL AIRPORTS EXCEPT RANDOLPH AIR FORCE BASE: From over STV VORTAC via STV R-177 to REUBE INT. Expect radar vectors to final approach course.

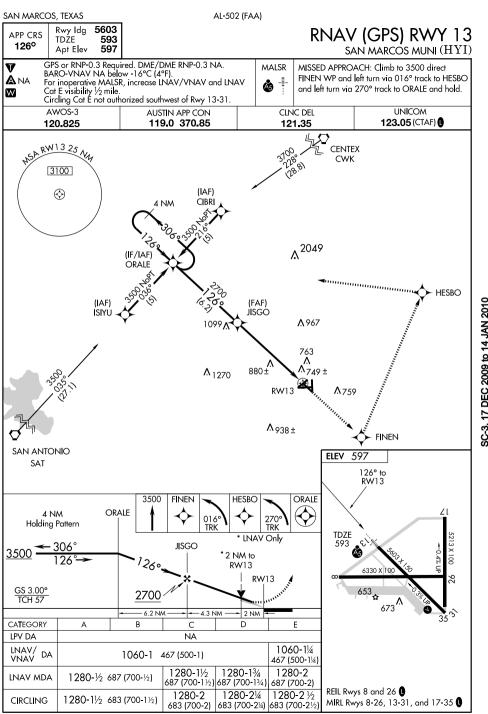
RANDOLPH AIR FORCE BASE: From over STV VORTAC via direct RND VORTAC.

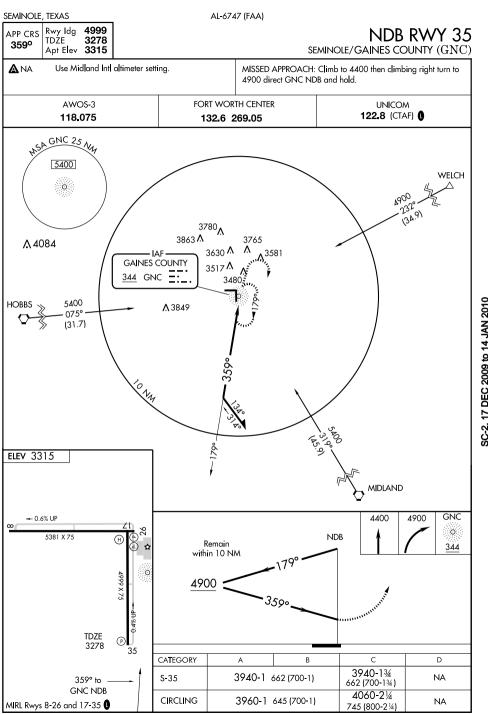
STONEWALL ONE ARRIVAL (STV. STV1)

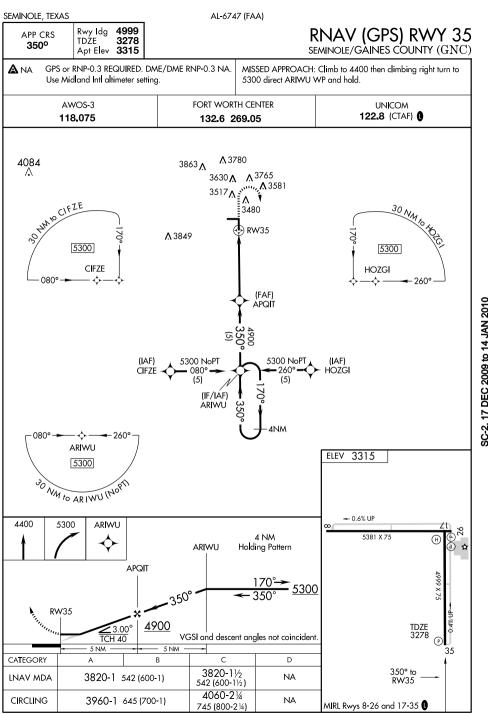


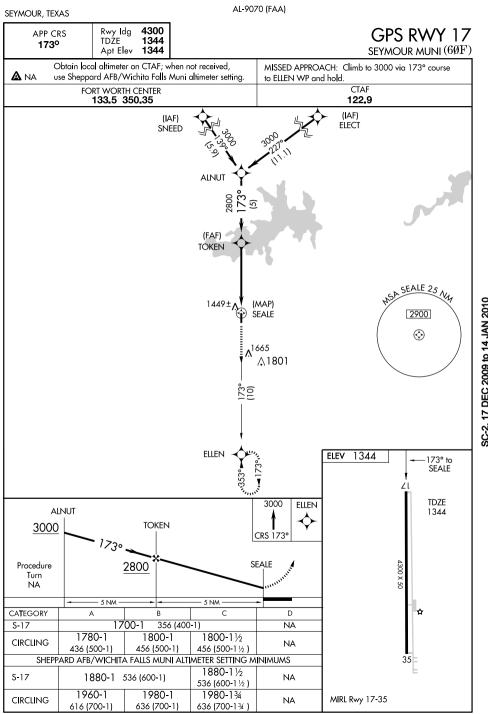
SC-3, 17 DEC 2009 to 14 JAN 2010

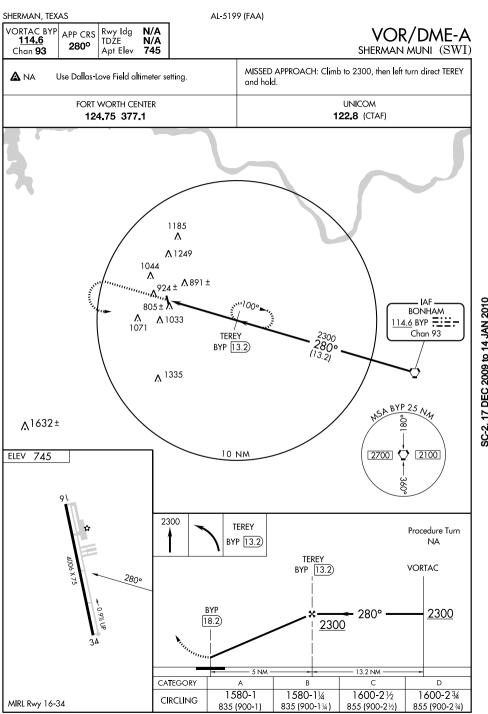


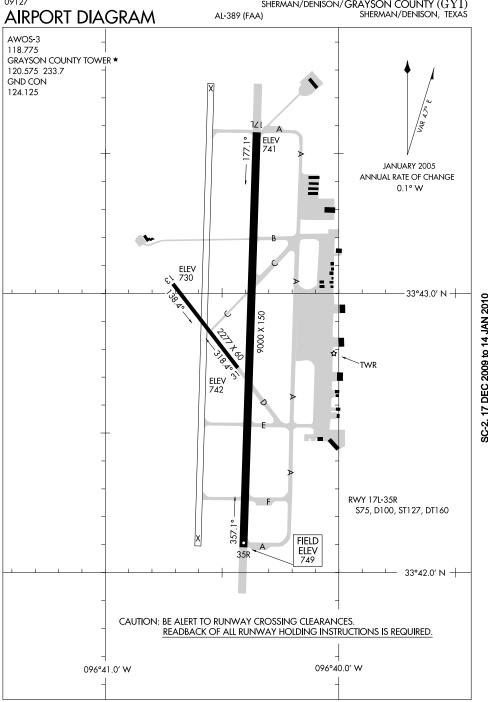


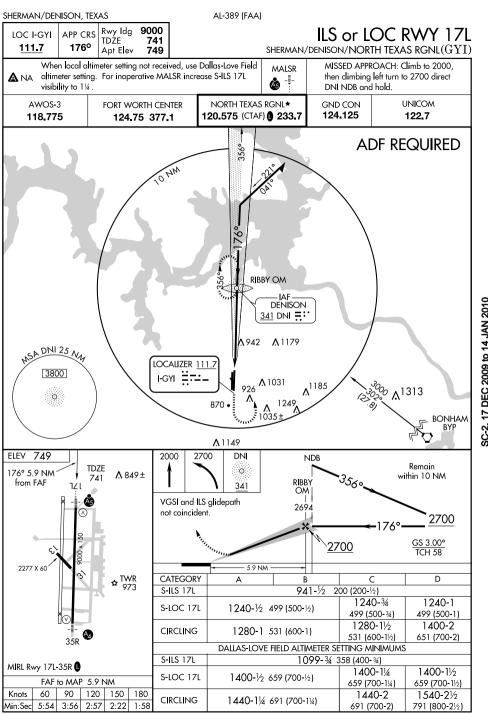


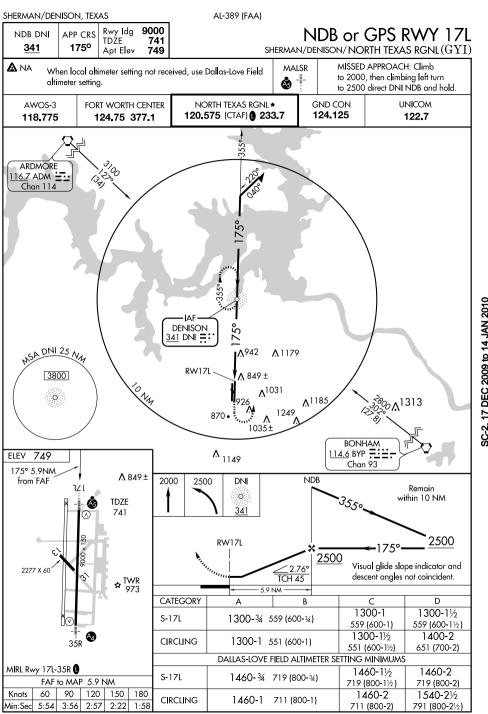


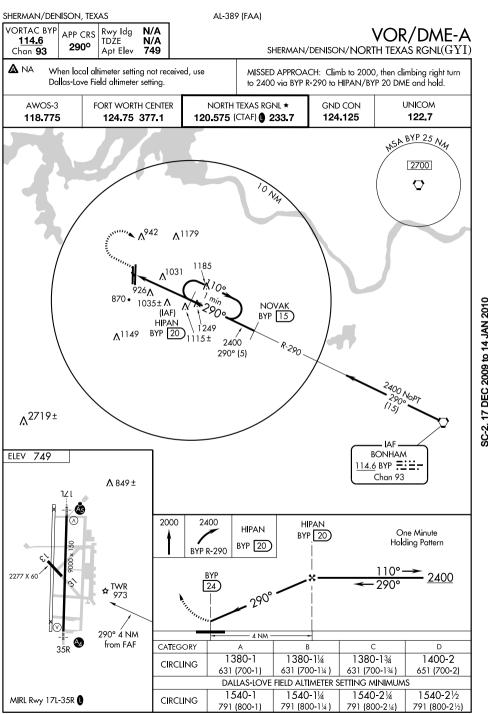


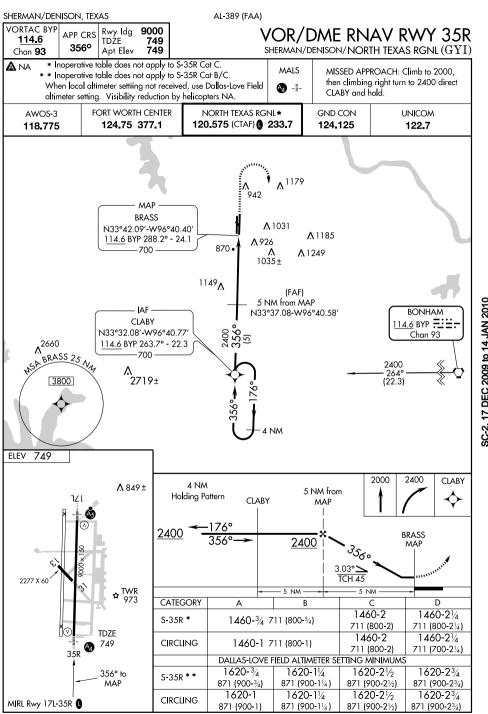


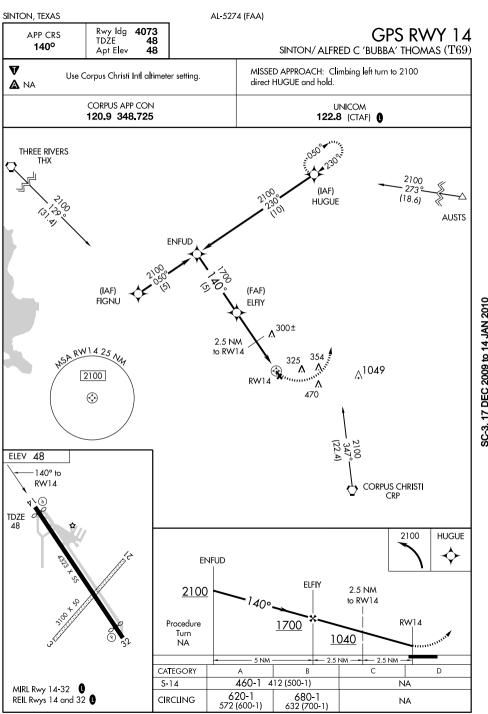


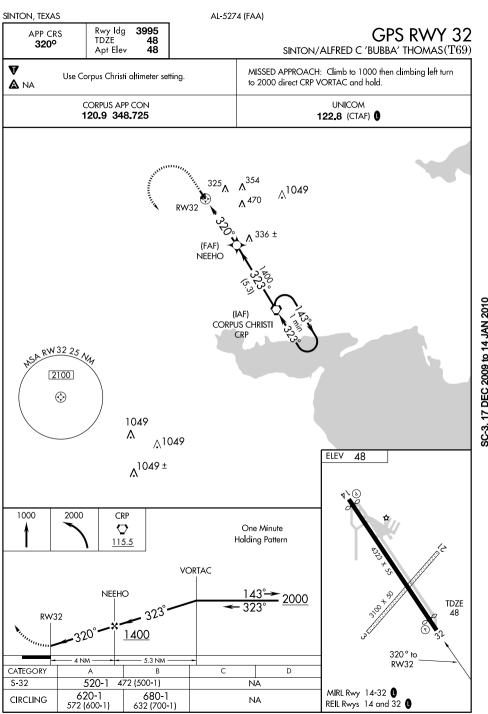


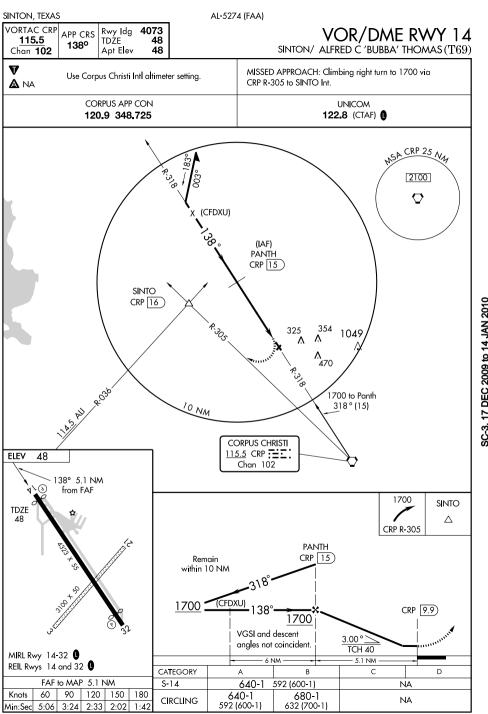


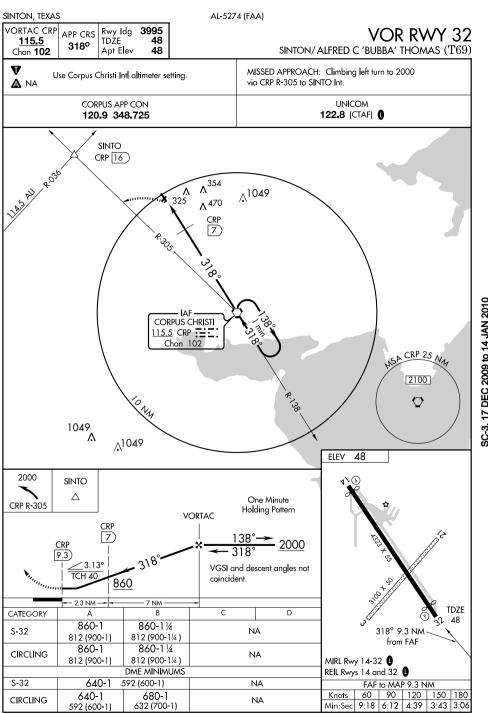


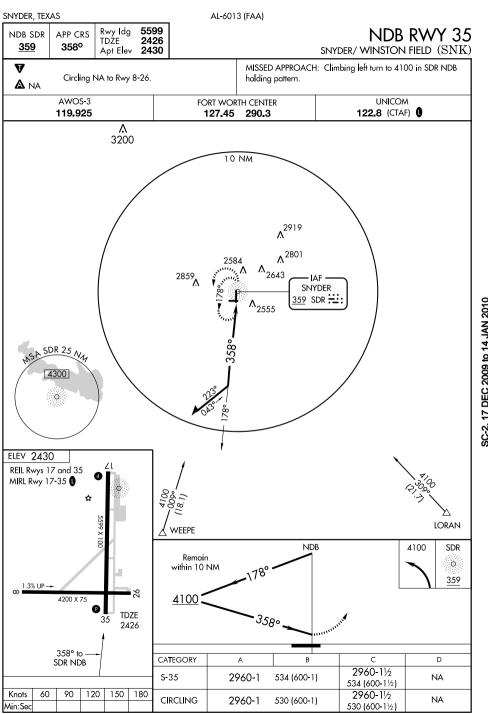


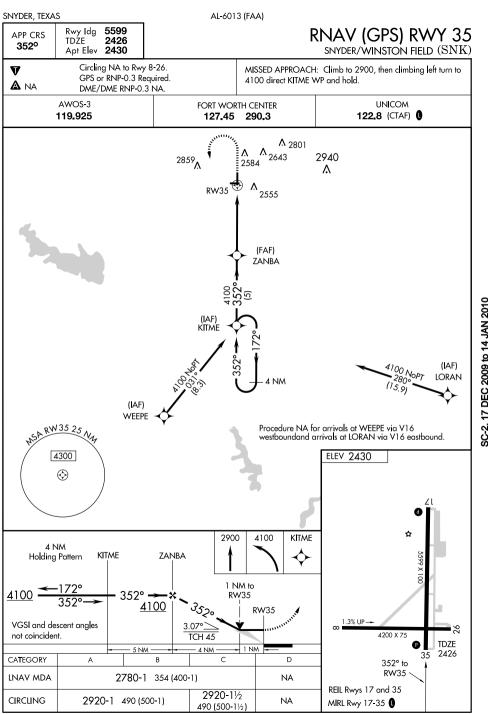


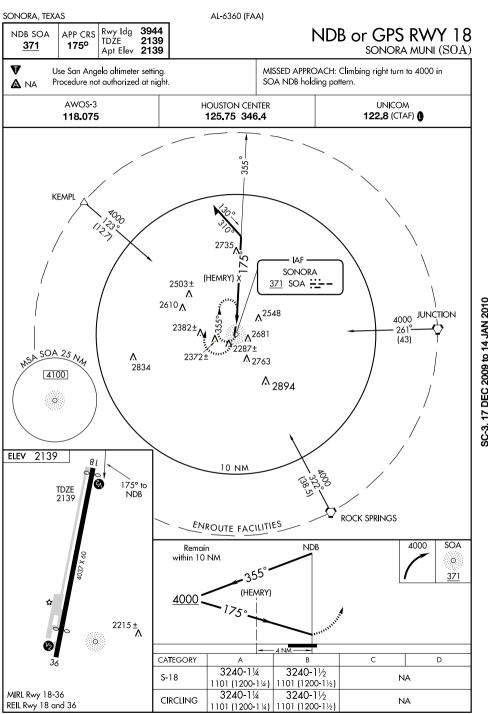


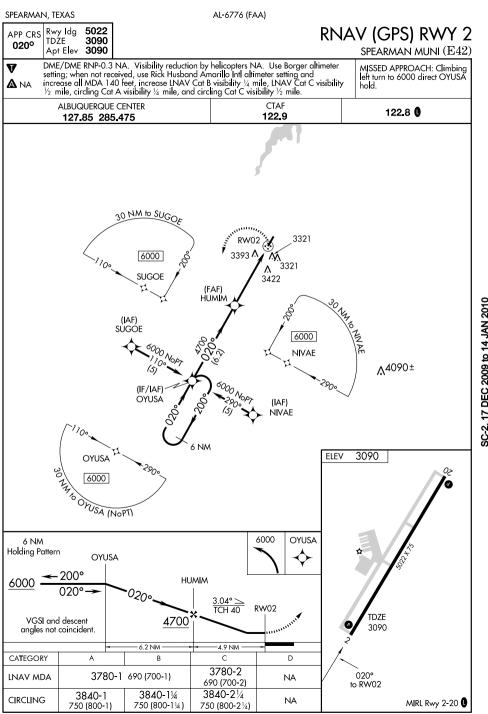


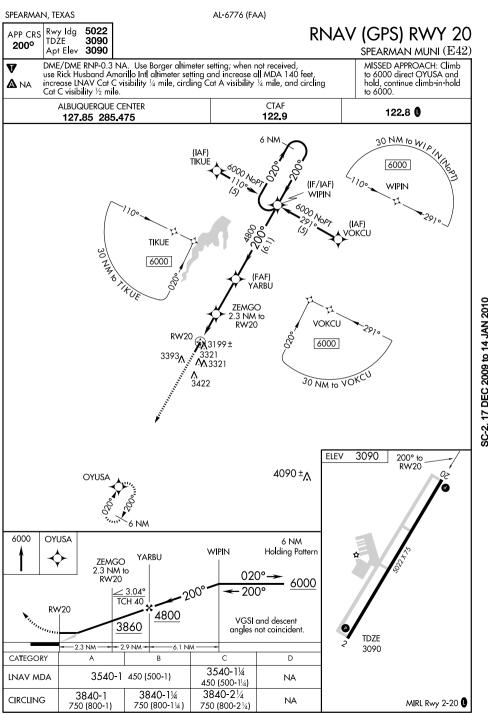


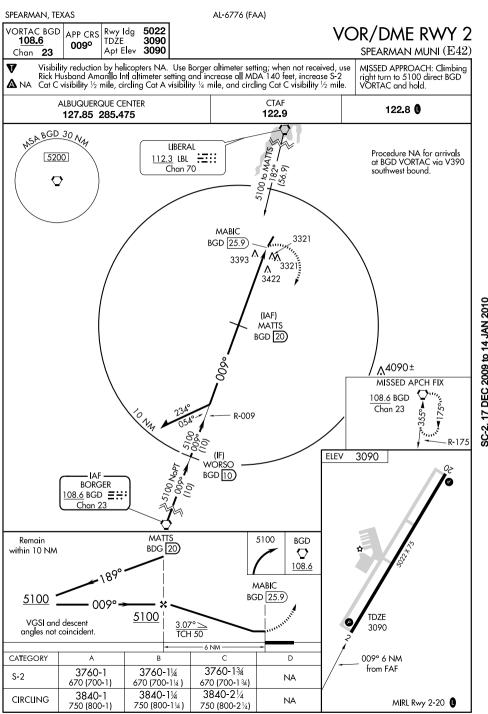


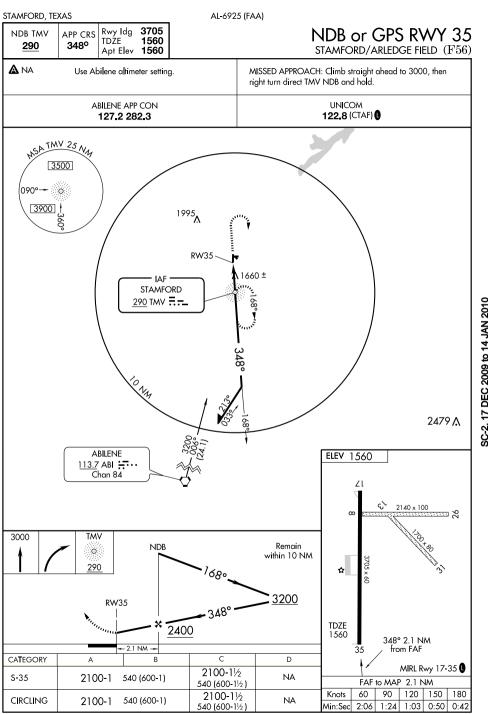


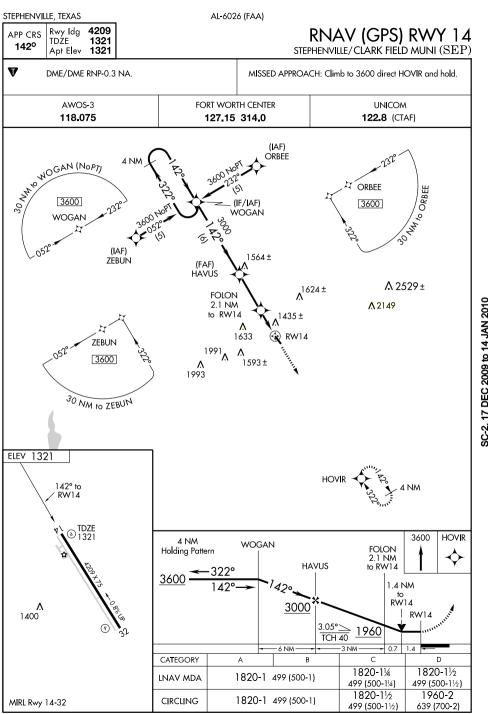


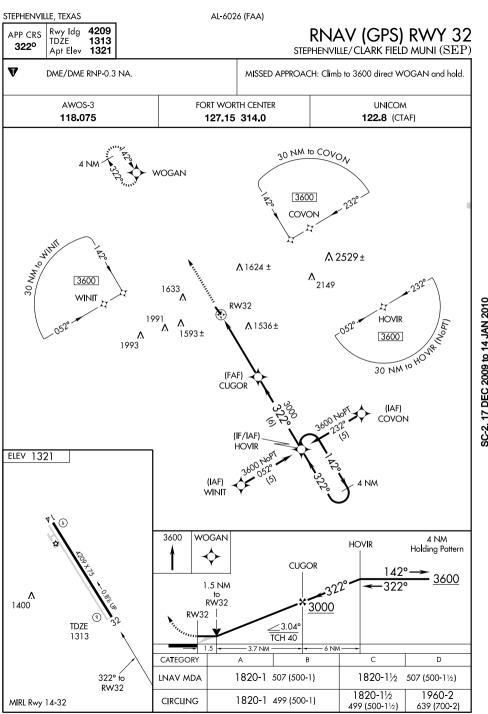


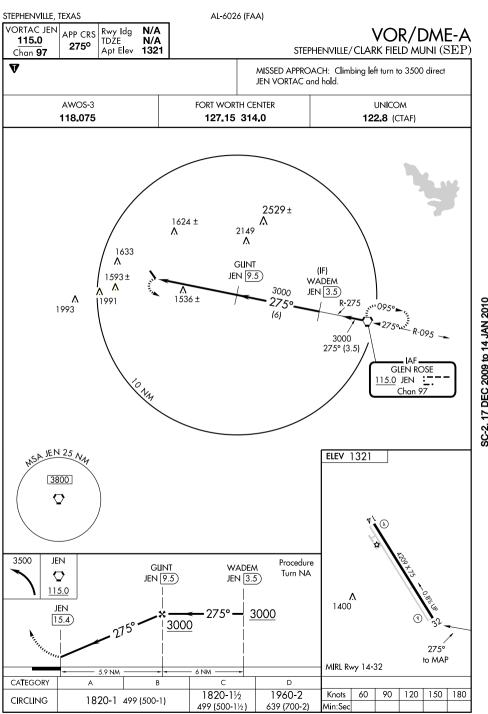


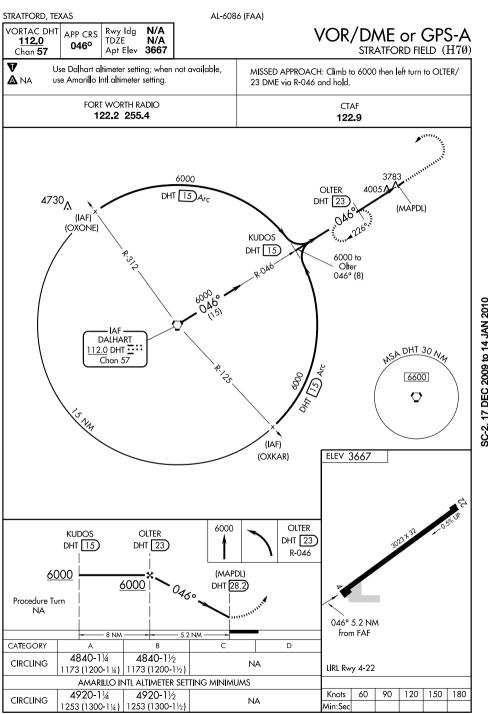






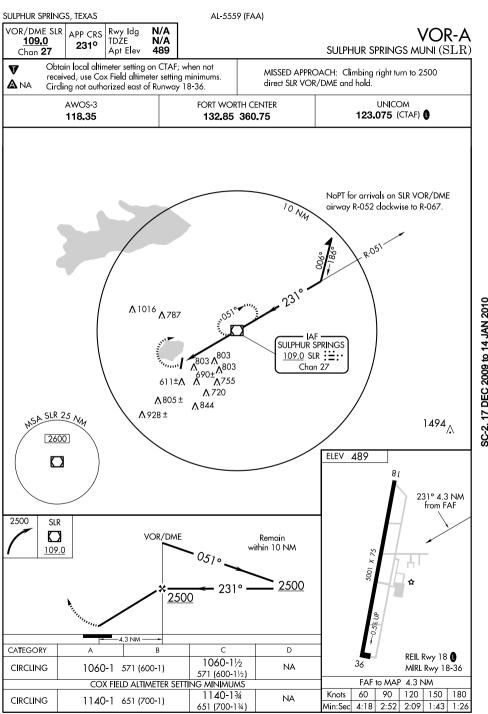


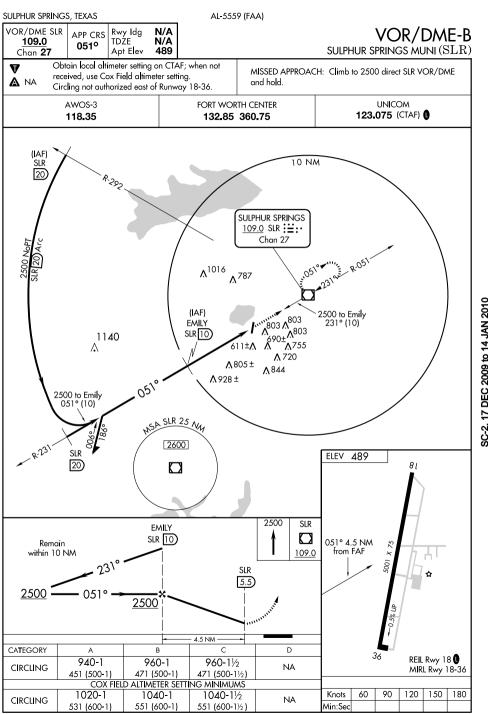


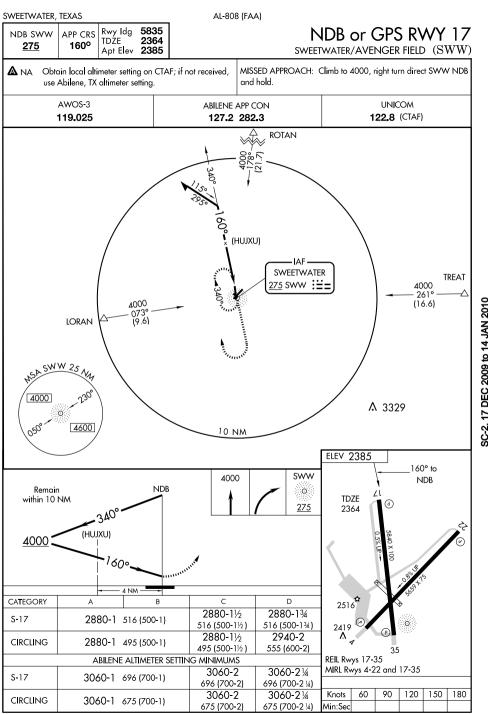


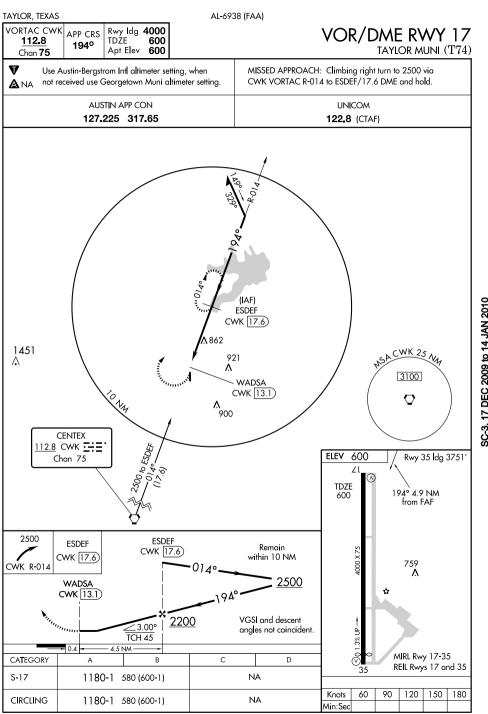
SULPHUR SPRINGS, TEXAS AL-5559 (FAA) Rwy Ida 5001 RNAV (GPS) RWY 36 APP CRS TDŹE 489 0040 SULPHUR SPRINGS MUNI (SLR) Apt Elev 489 GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. V Obtain local altimeter setting on CTAF; when not received, MISSED APPROACH: Climb to 2500 via 004° course A NA use Cox Field altimeter setting. to EVIJI WP and hold. Circling not authorized east of Runway 18-36. AWOS-3 UNICOM FORT WORTH CENTER 123.075 (CTAF) 0 118.35 132.85 360.75 30 KM to BARME EVIJ 1016 787 2200 004° (5.8) 30 Ny 6 CABLE BARME 0930 ∆1140 2500 611± <u>1</u>,720 805 ± **A** 844 928 ± CABUN 2 NM to RW36 (FAF) SEVOC (IAF) BARME 2200 NoPT (IAF) 0930 2200 NoPT CABUN (5) (IAF) **EDDGR EDDGR** 2200 VO NA 10 ABAPE (NOPT) ELEV 489 81 2500 EVIJI 4 NM **EDDGR SEVOC** Holding Pattern 2 NM CRS 0049 **RW36** 3.00° : 004° → TCH 56 1.4 NM* 2100 **RW36** 5001 RW36 * VDP NA with Cox Field altimeter 1180 setting minimums. 5.1 NM 2.9 NM-- 0.6 - 1.4 -CATEGORY D 1000-11/2 LNAV MDA 1000-1 511 (600-1) NA 511 (600-11/2) **TDZE** 1000-11/2 489 CIRCLING 1000-1 511 (600-1) NA 511 (600-11/2) COX FIELD ALTIMETER SETTING MINIMUMS 36 1080-11/2 004° to LNAV MDA NA 1080-1 591 (600-1) 591 (600-11/2) **RW36** 1080-11/2 REIL Rwy 18 🗓 CIRCLING 1080-1 591 (600-1) NA 591 (600-11/2) MIRL Rwy 18-36

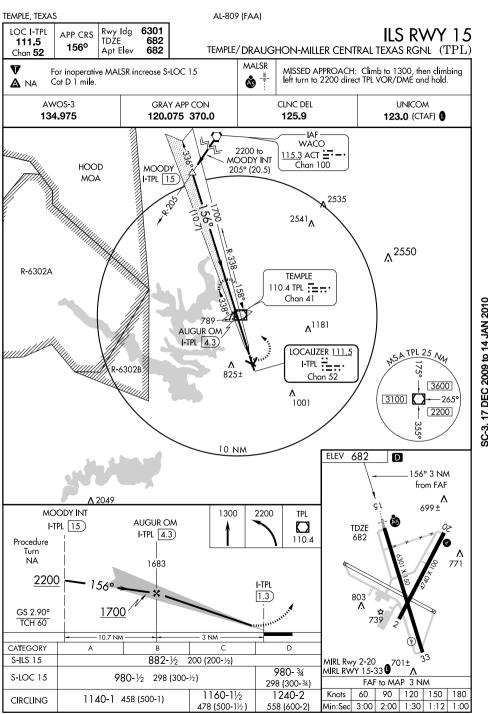
SC-2, 17 DEC 2009 to 14, IAN 2010



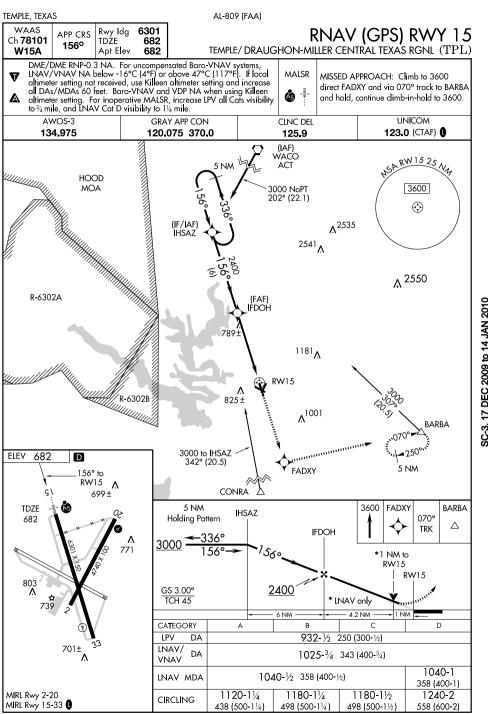


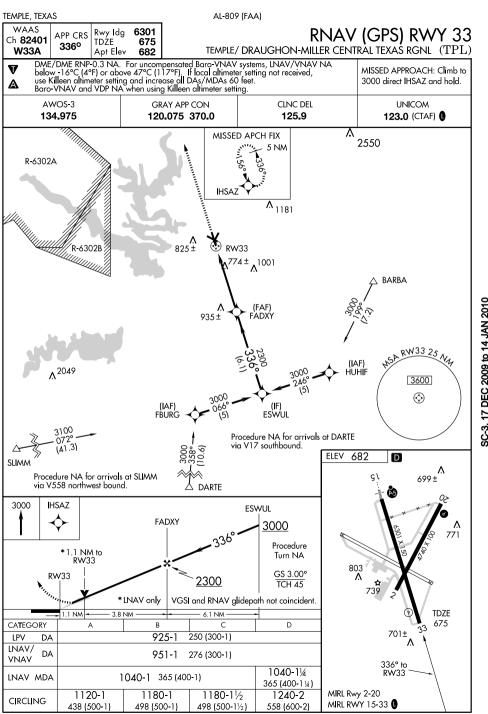


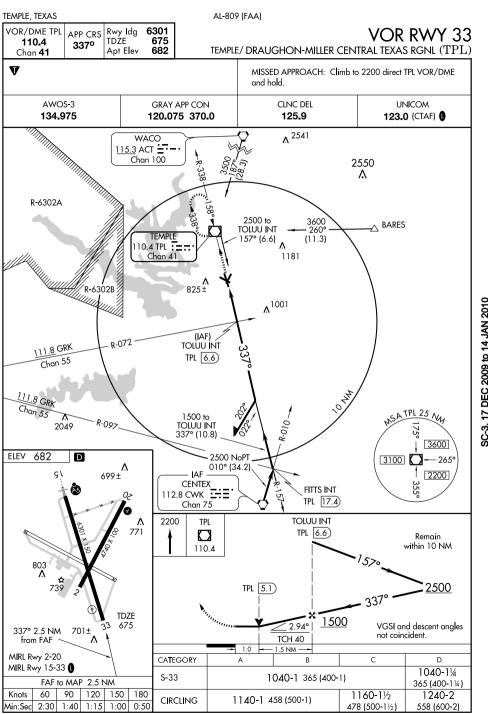


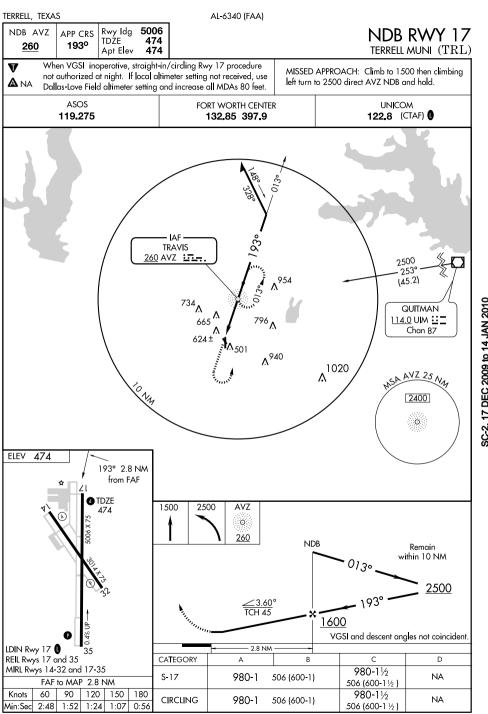


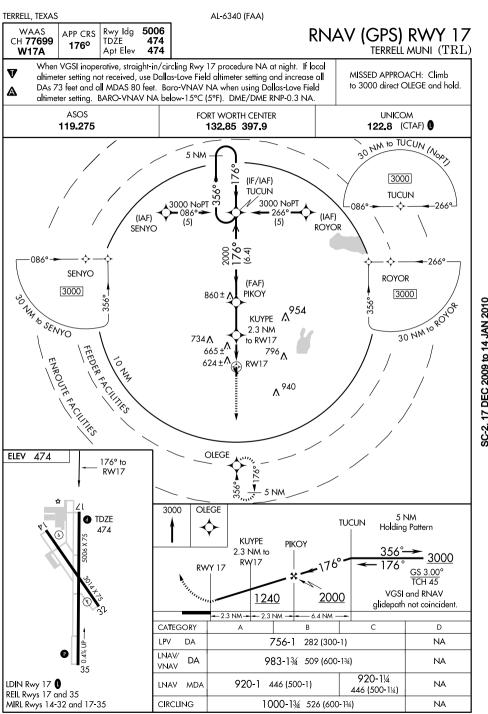
TEMPLE, TEXAS AL-809 (FAA) WAAS 4740 Rwy Idg RNAV (GPS) RWY 2 APP CRS Ch 72701 TDŹE 675 0210 TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL) Apt Elev W02A 682 DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, MISSED APPROACH: Climb to 3600 LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). If local altimeter direct FOMUS and via 081° track to BARES setting not received, use Killeen altimeter setting and increase all DAs/MDAs and hold, continue climb-in-hold to 3600. 60 feet. Baro-VNAV and VDP NA when using Killeen altimeter setting. AWOS-3 GRAY APP CON CLNC DEL UNICOM 134.975 120.075 370.0 125.9 123.0 (CTAF) (۸²⁵⁵⁰ R-6302A BARES **FOMUS** ۸ ¹¹⁸¹ 5 NM **/** 825± RW02 ∧¹⁰⁰¹ RARRA SC-3, 17 DEC 2009 to 14, IAN 2010 (FAF) WÖĞÜN ۸ ²⁰⁴⁹ SA RW02 25 NA (IF) VEYUR (IAF) 3600 ZÙRGU **(** ELEV 682 D Procedure NA for arrivals at 699±[∧] ZURGU via V17 southbound. 3600 **FOMUS** BARES **VEYUR** TRK 081° Δ 3000 WOGUN Procedure *1.1 NM to Turn RW02 803 NA RW02 **☆** 739 2000 GS 3.00° * LNAV only TCH 45 TDZE 2.9 NM 6.7 NM 675 CATEGORY D Α 701± LPV DA 925-1 250 (300-1) LNAV/ DA 1145-13/4 470 (500-13/4) 021° to VNAV RW02 1060-11/4 1060-1 385 (400-1) LNAV MDA 385 (400-11/4) MIRL Rwy 2-20 1160-13/4 1240-2 CIRCLING 1180-13/4 498 (500-13/4) MIRL Rwy 15-33 0 478 (500-13/4) 558 (600-2)

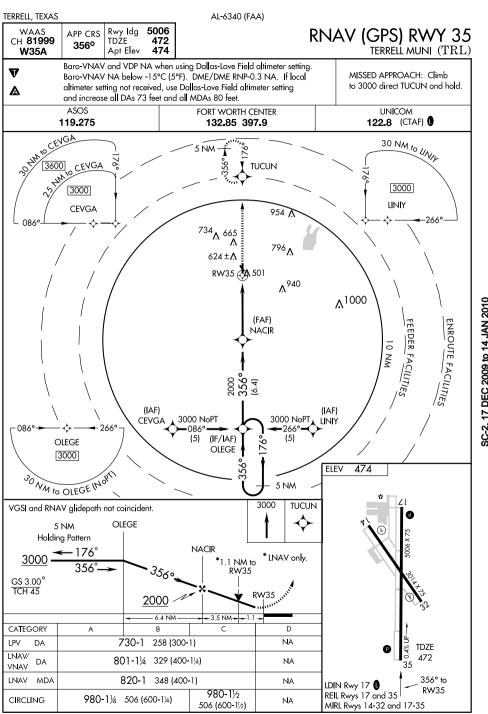


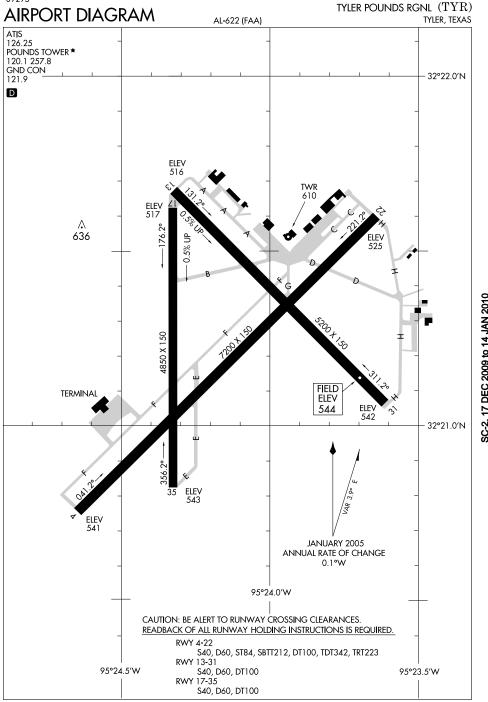


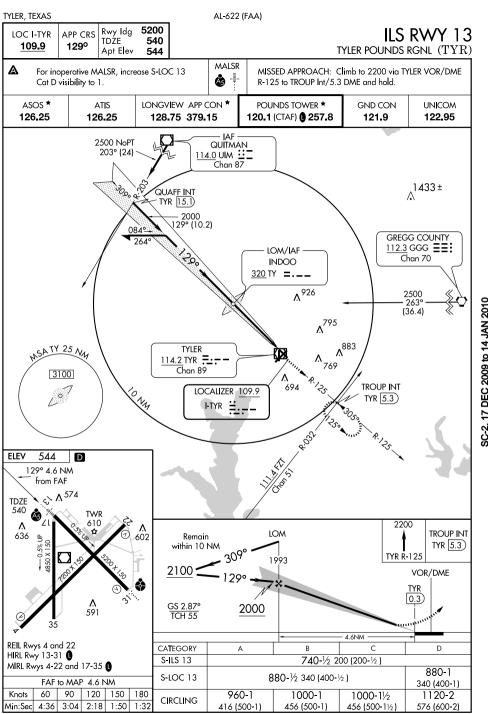


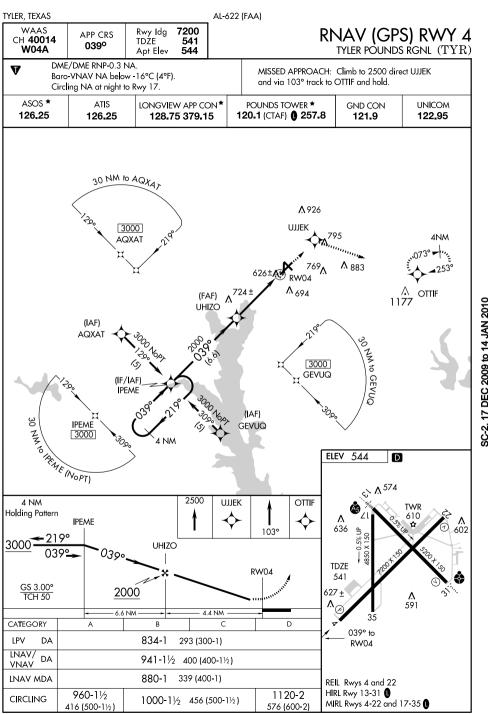


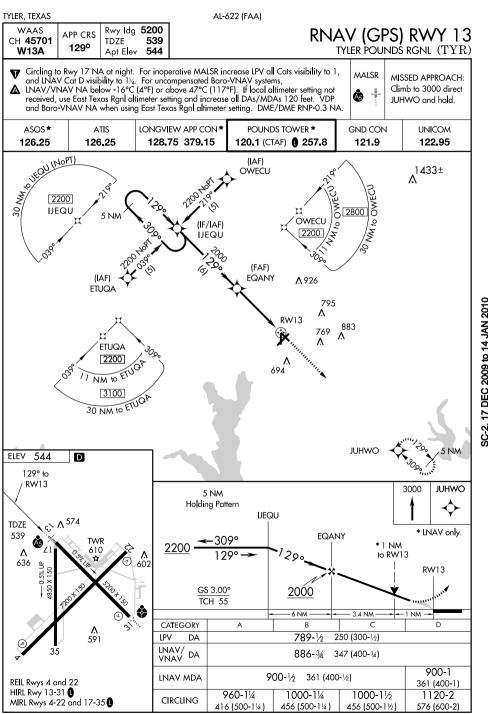




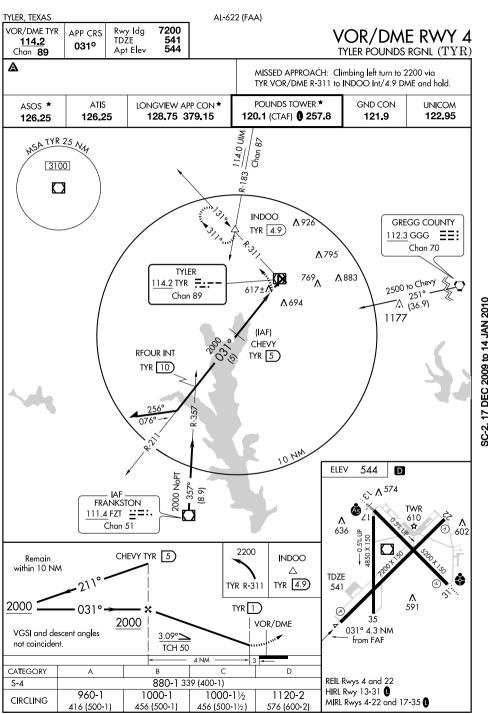


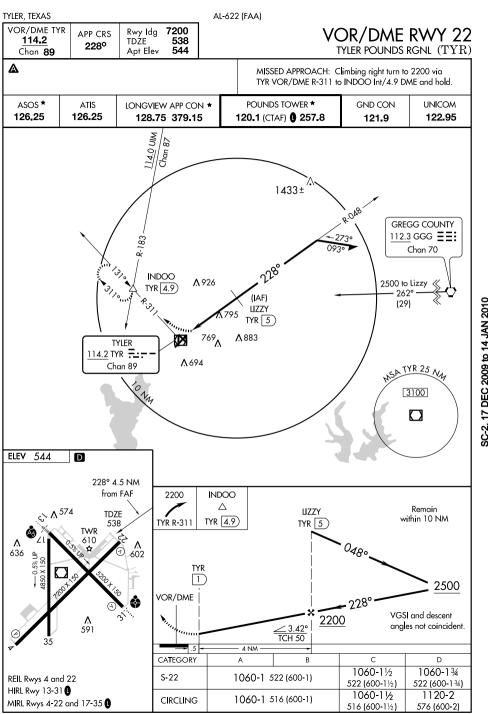


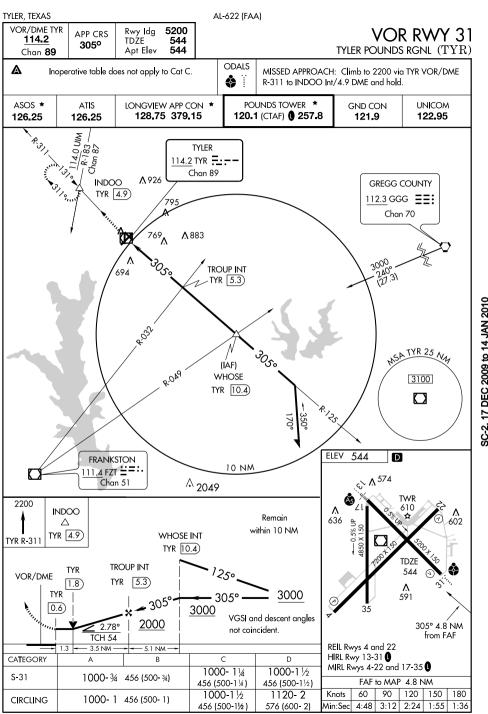


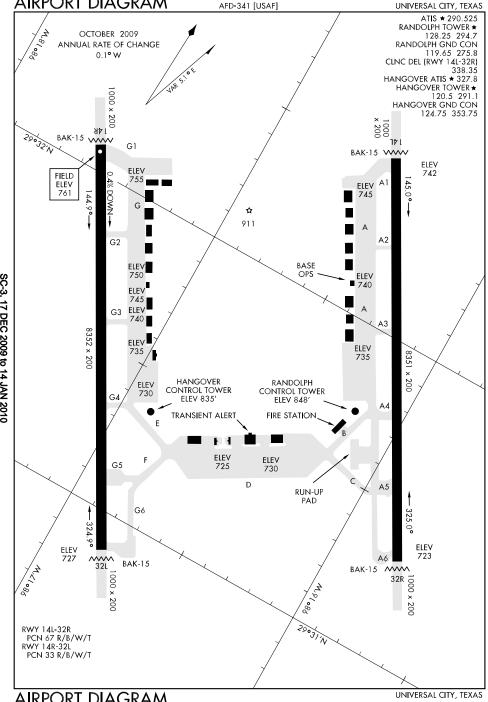


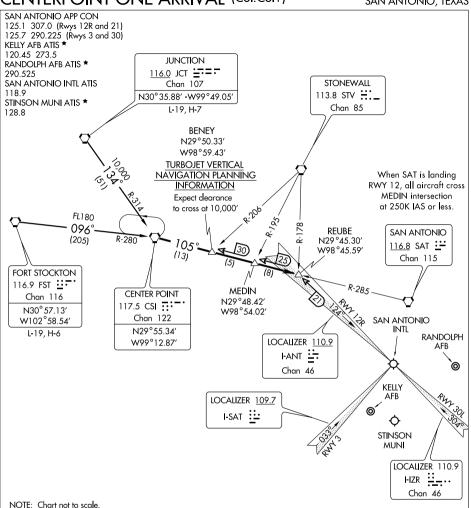
TYLER, TEXAS AL-622 (FAA) Rwy Idg WAAS 7200 RNAV (GPS) RWY 22 APP CRS CH 45514 TDŹE 538 219° TYLER POUNDS RGNL (TYR) Apt Elev W22A 544 DME/DME RNP-0.3 NA 77 MISSED APPROACH: Climb to 2500 direct UHIZO and Baro-VNAV NA below -16°C (4°F) via 258° track to CAPTI and hold. Circling NA at night Rwy 17. ASOS * LONGVIEW APP CON★ POUNDS TOWER * GND CON UNICOM ATIS 126.25 128.75 379.15 121.9 126.25 120,1 (CTAF) @ 257,8 122.95 30 NM to CELLI (NoPT) 2800 (IAF) 4 NM **ATMAQ** 1433± CEJZI 30 NM to ATMAC (S) (IF/IAF) ATMAQ CEJZI 2800 2200 30₀ (IAF) 926 **BOMUF** ۸ (FAF) SC-2, 17 DEC 2009 to 14, IAN 2010 DUREQ **∧**795 RW22 v₈₈₃ **∧** 769 . જુ ۸ 694 **BOMUF** UHIZO 3100 CAPTI ■ 253° ''', 30 NM to BOMUF ...073° 4 NM ELEV 544 D 2500 **UHIZO** CAPT 219° to 4 NM 258° RW22 Holding Pattern TRK CEJZI _{.ςς}, Λ ⁵⁷⁴ TDZE 538 DUREQ 039°-TWR 2800 - 219° 610 **∧** 636 **^** 602 ----0.5% UP 4850 X 150 RW22 GS 3.00° 2200 TCH 50 5 NM 6 NM CATEGORY Α В C D **^.** 591 LPV DA 892-11/4 354 (400-11/4) LNAV/ 377 (400-11/4) DA 915-11/4 VNAV 1100-11/2 1100-13/4 LNAV MDA 1100-1 562 (600-1) REIL Rwys 4 and 22 562 (600-1%) 562 (600-11/2) HIRL Rwy 13-31 1120-2 1100-11/2 1100-11/4 556 (600-11/4) CIRCLING MIRL Rwys 4-22 and 17-35 (556 (600-1½) 576 (600-2)









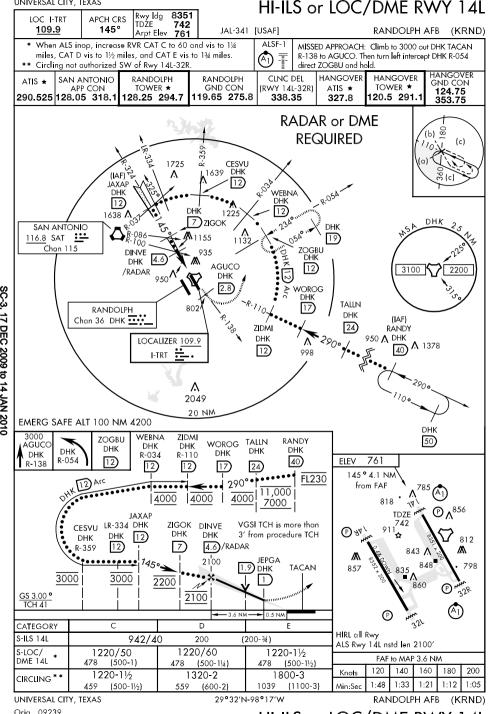


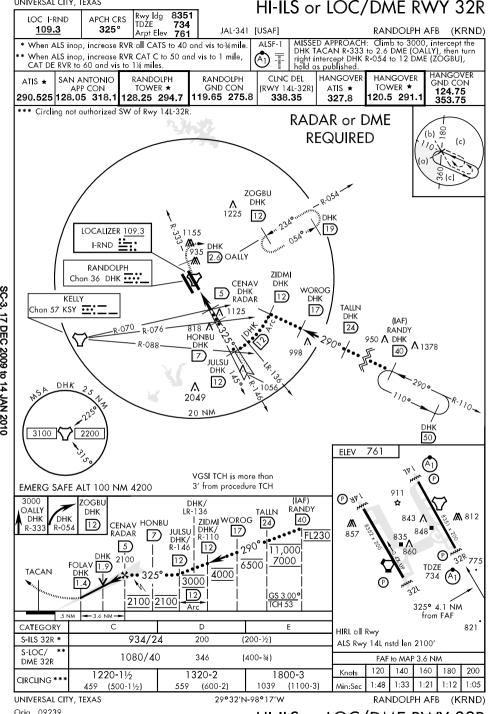
FORT STOCKTON TRANSITION (FST.CSI1): From over FST VORTAC via FST R-096 and CSI R-280 to CSI VORTAC. Thence

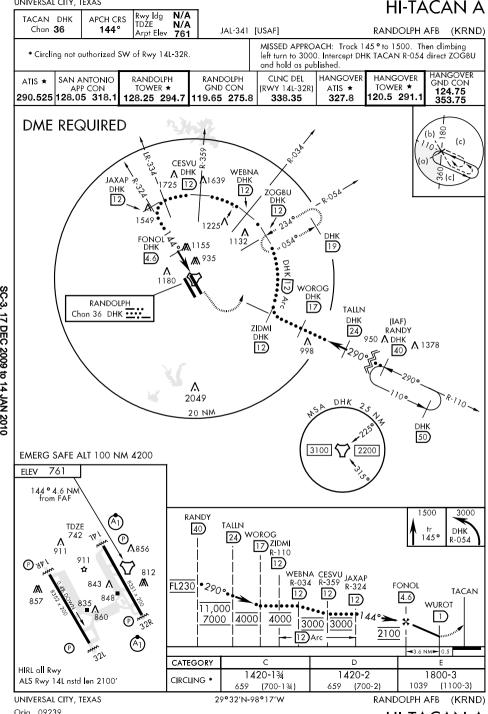
JUNCTION TRANSITION (JCT.CSI1): From over JCT VORTAC via JCT R-134 and CSI R-314 to CSI VORTAC. Thence

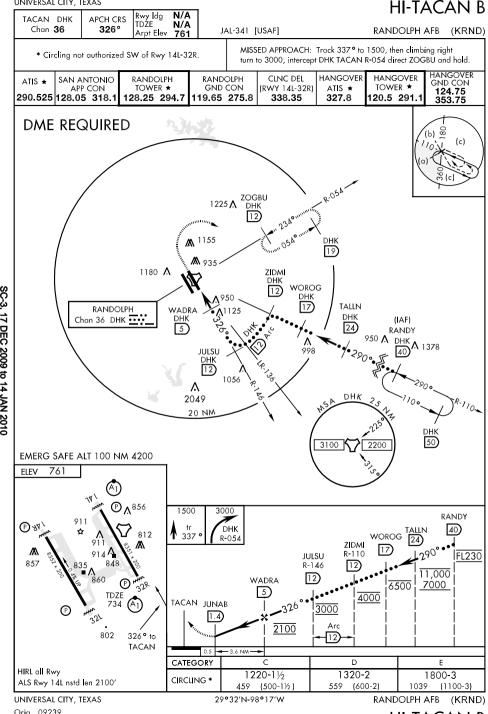
. . . . From over CSI VORTAC via CSI R-105 to REUBE INT. Expect vector to final approach course.

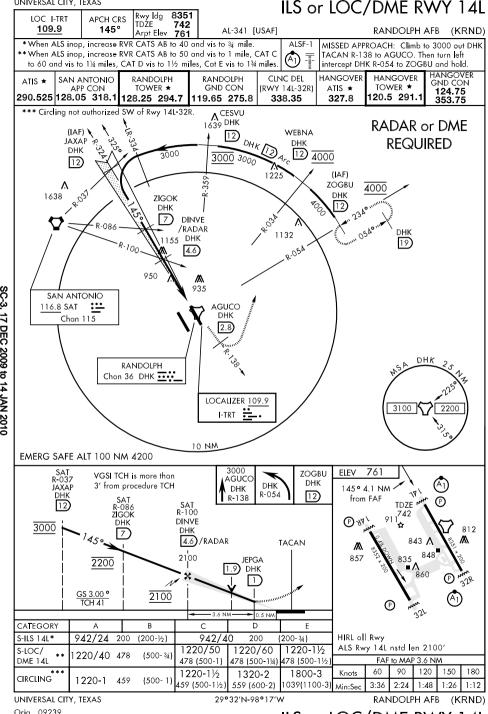
<u>SATELLITE AIRPORTS</u>: Conform to SAT routing and frequency assignment.

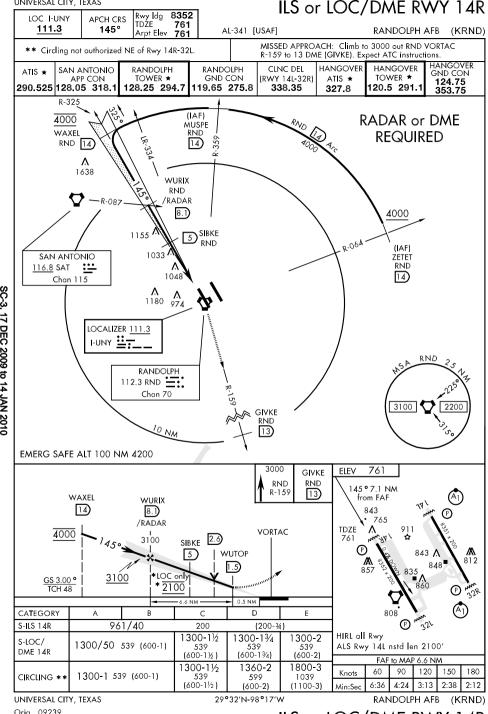


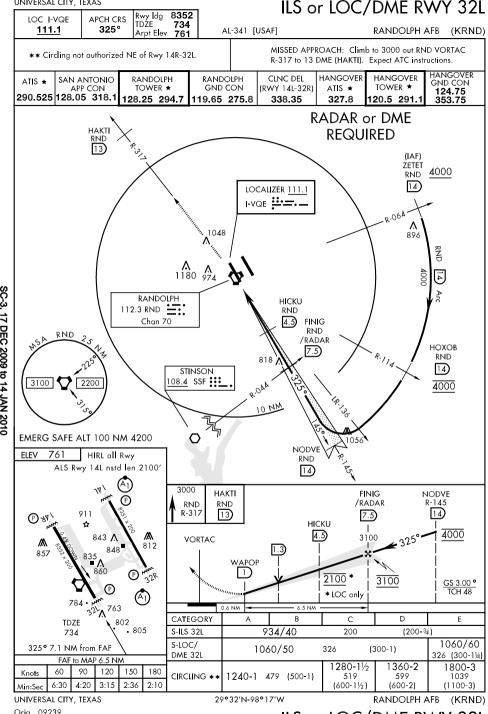


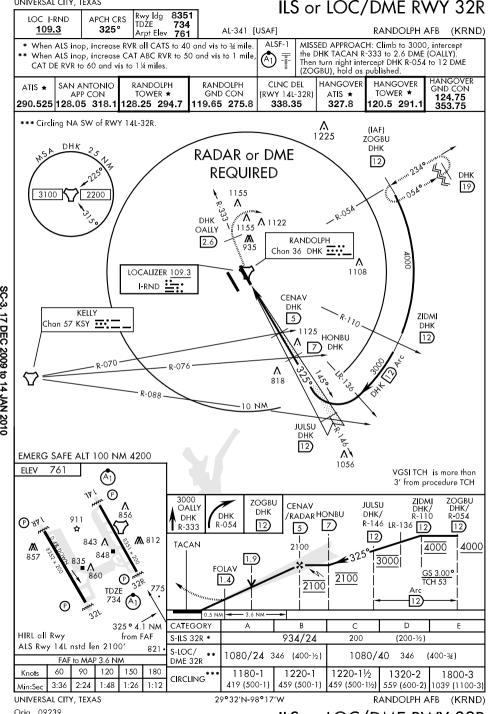






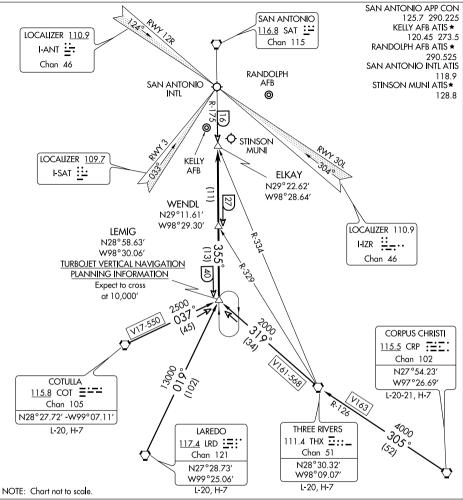






O9127 ST-369 (FAA) LEMIG ONE ARRIVAL (LEMIG.LEMIG1)

NIGT) SAN ANTONIO, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LEMIG1): From over CRP VORTAC via CRP R-305 and THX R-126 to THX VORTAC, then via THX R-319 to LEMIG INT.

COTULLA TRANSITION (COT.LEMIG1): From over COT VORTAC via COT R-037 to LEMIG INT. Thence

LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to

LEMIG INT. Thence

THREE RIVERS TRANSITION (THX.LEMIG1): From over THX VORTAC via THX R-319

SC-3, 17 DEC 2009 to 14 JAN 2010

(MARCS.MARCS9) 09351 ST-369 (FAA) MARCS NINE ARRIVAL SAN ANTONIO, TEXAS SAN ANTONIO APP CON MAVERICK 127.1 269.1 WACO 124.45 335.625 assigned 113.1 TTT 115.3 ACT :---Chan 78 KELLY AFB ATIS★ Chan 100 120.45 273.5 N 31°39.74′ - W 97°16.14′ RANDOLPH AFB ATIS★ L-19. H-6 290.525 SAN ANTONIO INTLATIS 118.9 WINDU STINSON MUNI ATIS* N31°31.83' 128.8 W97°04.95' L-19, H-6 **GOOCH SPRINGS** 112.5 AGJ :---**BLEWE** Chan 72 N31°12.46′ W97°12.54′ R-083 LUFKIN 112.1 LFK :::: Chan 58 N31°09.74′-W94°43.02′ L-19-21, H-6 **MARCS** N29°53.87' W97°51.68' CENTEX L-15, H-7 SC-3, 17 DEC 2009 to 14 JAN 2010 112.8 CWK ==== Turbojets: Expect clearance to cross MARCS at 13000. STONEWALL N30°22.71′-W97°31.79′ 113.8 STV **∷** L-19-21, H-7 Chan 85 20 NM 4000 4000 R-105 259° 259° (45)(22)INDUSTRY **CRAYS** TROOP 110.2 IDU <u>∺</u>... N29°55.11′ N29°40.84' W97°25.99' Chan 39 W98°22.52' N29°57.36′-W96°33.73′ **BRAUN** L-19-21, H-7 LOCALIZER 110.9 N29°48 77' I-ANT 🗀 W98°03.79′ Chan 46 CRISS N29°39.52' C 8-05pc NOTE: Assigned by ATC only. W98°25.62′ NOTE: For SAT Intl landing Rwy 12R, SAN ANTON**I**O depart CRISS INT heading 300°. 1168 SAT := Chan 115 SAN ANTONIO NOTE: For SAT Intl landing Rwy 30L, RANDOLPH AFB depart TROOP INT heading 140°. LACKLAND AFB KELLY FIELD LOCALIZER 110.9 ANNEX I-IZR <u>=</u>_... STINSON MUNI Chan 46 LOCALIZER 109.7 I-SAT ::: (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale

(MARCS.MARCS9) 09351 ST-369 (FAA) MARCS NINE ARRIVAL SAN ANTONIO, TEXAS ARRIVAL ROUTE DESCRIPTION CENTEX TRANSITION (CWK.MARCS9): From over CWK VORTAC

via CWK R-205 to MARCS INT. Thence INDUSTRY TRANSITION (IDU.MARCS9): From over IDU VORTAC via IDU R-259 to MARCS INT. Thence LUFKIN TRANSITION (LFK.MARCS9): From over LFK VORTAC

via LFK R-228 and IDU R-044 to IDU VORTAC, then via IDU R-259 to MARCS INT. Thence. . . . WACO TRANSITION (ACT.MARCS9): From over ACT VORTAC

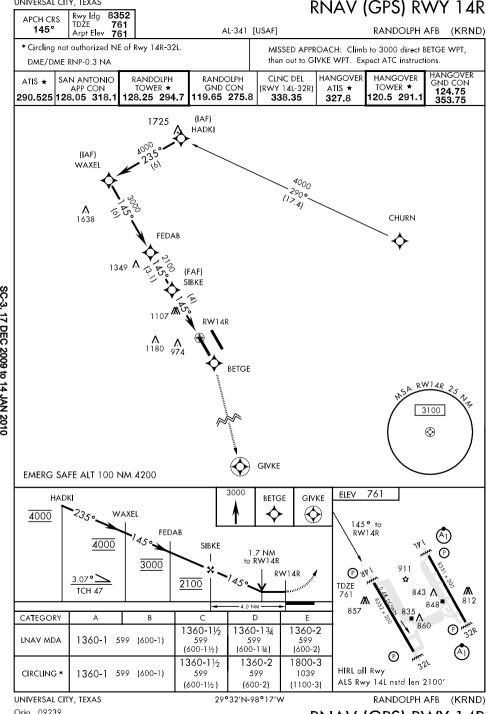
via ACT R-165 to BLEWE INT, then via CWK R-012 to CWK VORTAC. then via CWK R-205 to MARCS INT. Thence. . . . WINDU TRANSITION (WINDU, MARCS9): From over WINDU INT

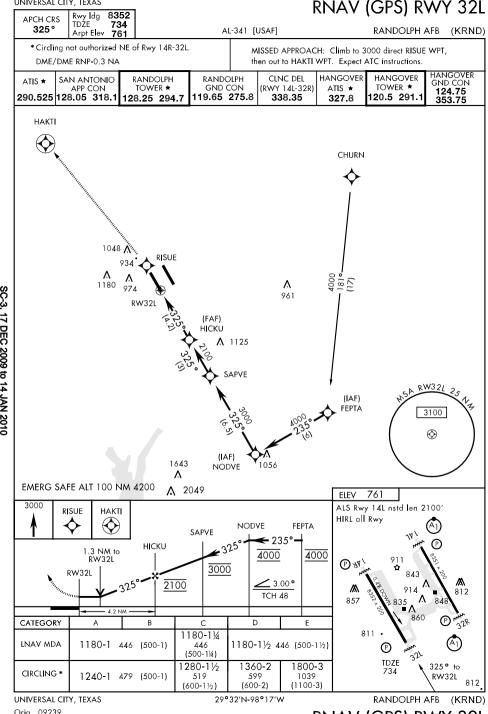
via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence.

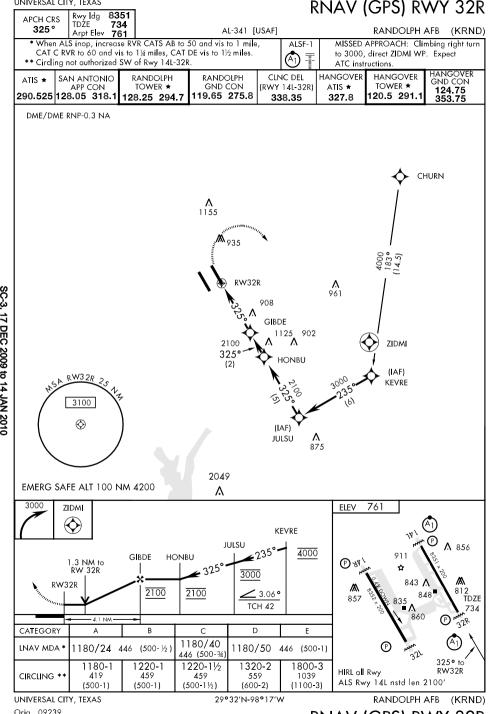
SC-3, 17 DEC 2009 to 14 JAN 2010

. . . . From over MARCS INT via SAT R-056 to CRISS INT. Expect radar vectors to final approach course. Landing other than SAT Rwy 12R/30L expect radar vectors to final approach course after CRISS INT.

SC-3, 17 DEC 2009 to 14 JAN 2010

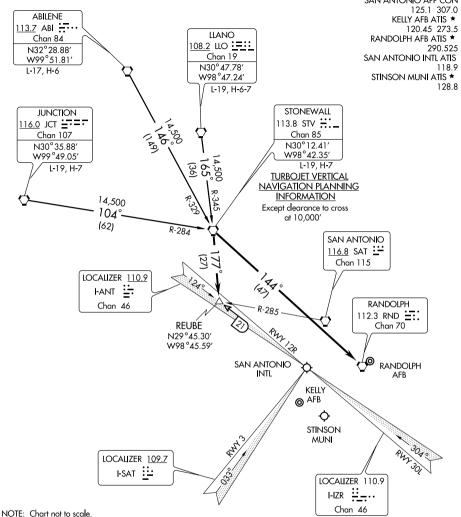






07298 ST-369 (FAA)

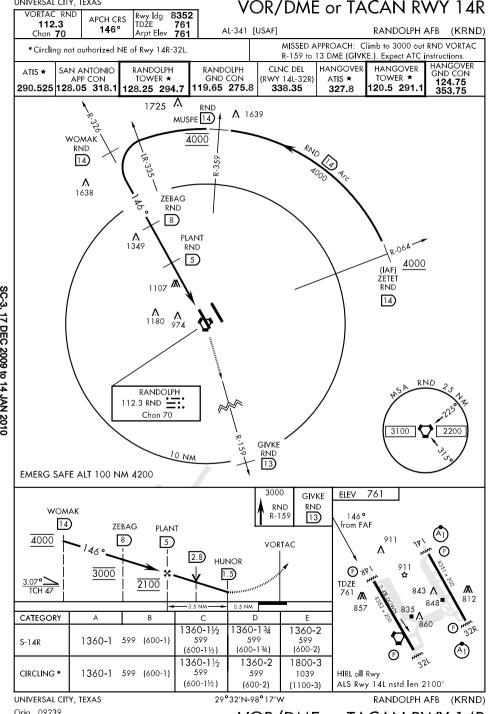
SAN ANTONIO, TEXAS SAN ANTONIO APP CON

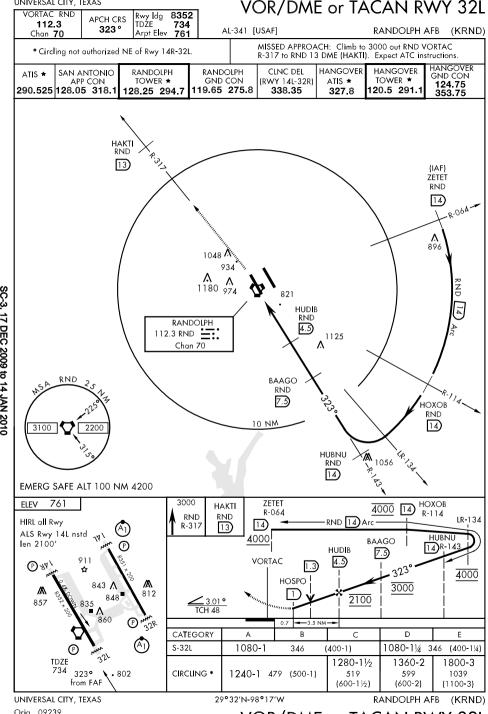


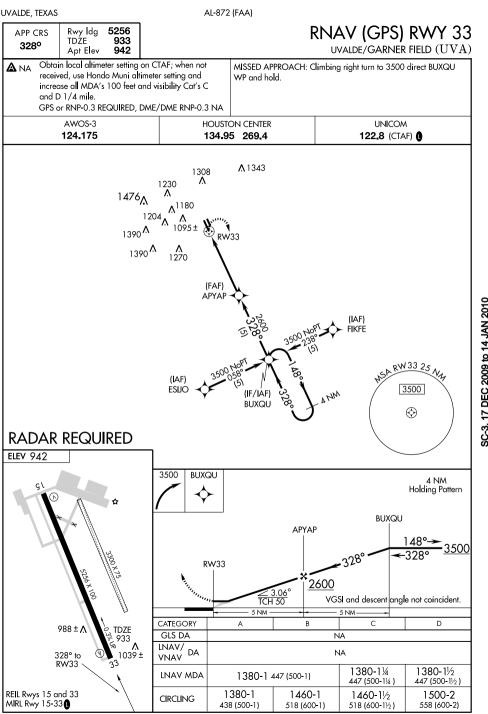
ABILENE TRANSITION (ABI.STV1): From over ABI VORTAC via ABI R-146 and STV R-329 to STV VORTAC. Thence . . JUNCTION TRANSITION (JCT.STV1): From over JCT VORTAC via JCT R-104 and STV R-284 to STV VORTAC. Thence LLANO TRANSITION (LLO.STV1): From over LLO VORTAC via LLO R-165 and STV R-345 to STV VORTAC. Thence . . . ALL AIRPORTS EXCEPT RANDOLPH AIR FORCE BASE: From over STV VORTAC via STV R-177 to REUBE INT. Expect radar vectors to final approach course.

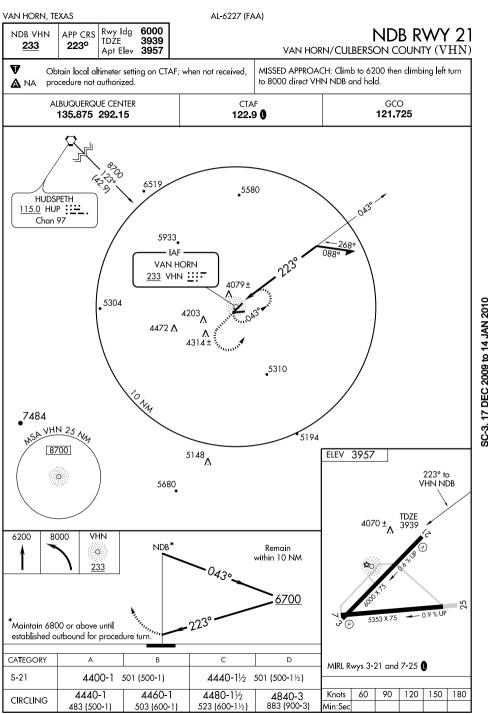
RANDOLPH AIR FORCE BASE: From over STV VORTAC via direct RND VORTAC.

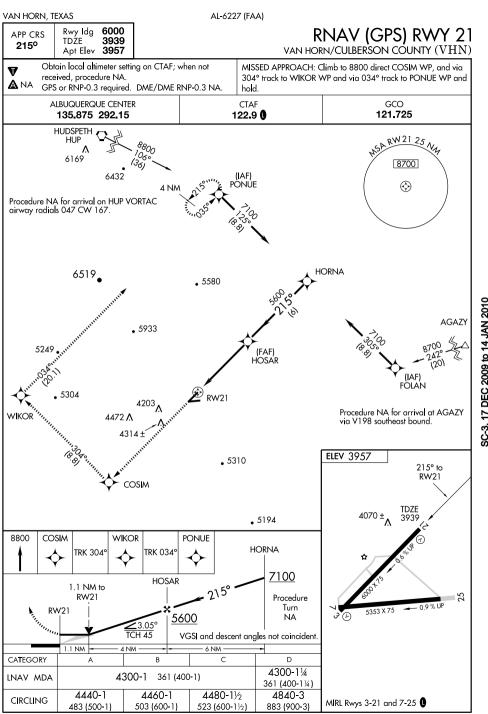
STONEWALL ONE ARRIVAL (STV. STV1)

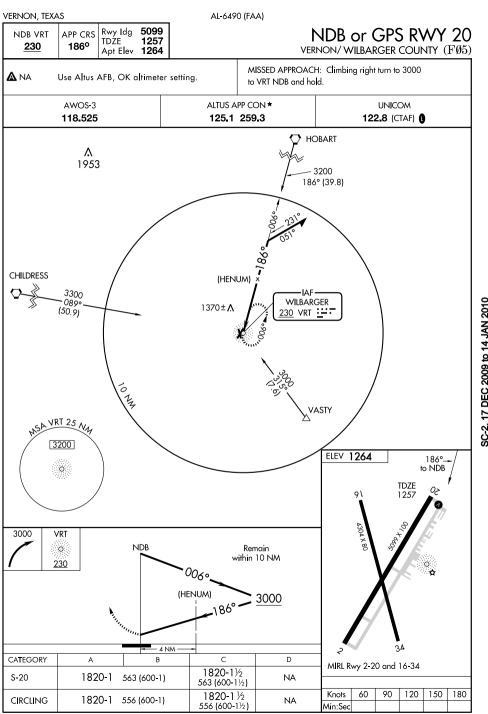






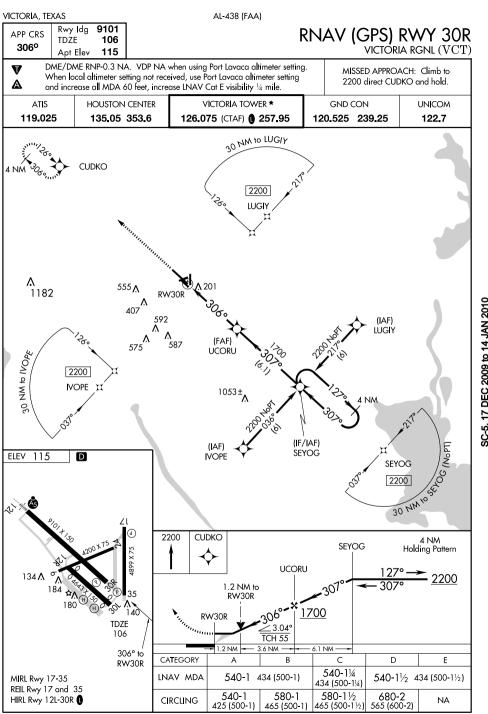


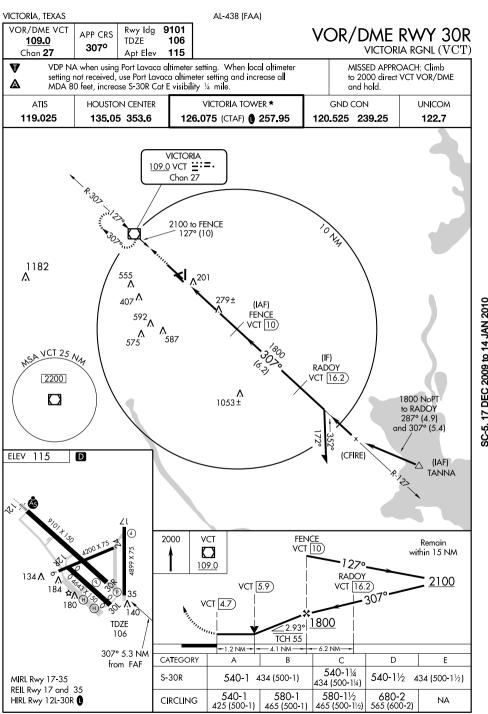


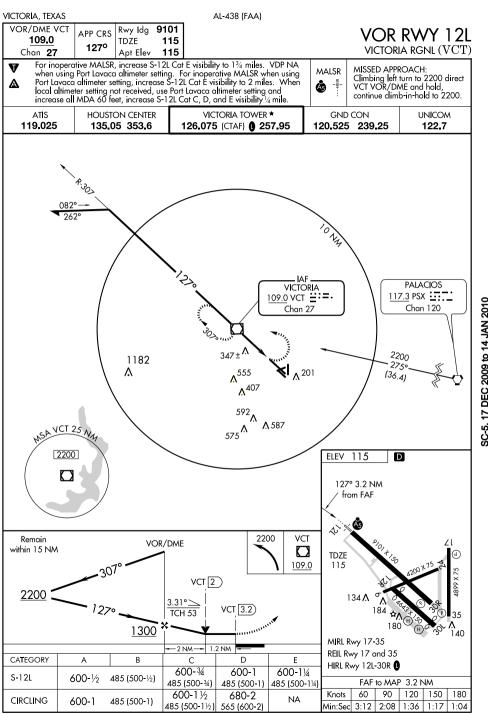


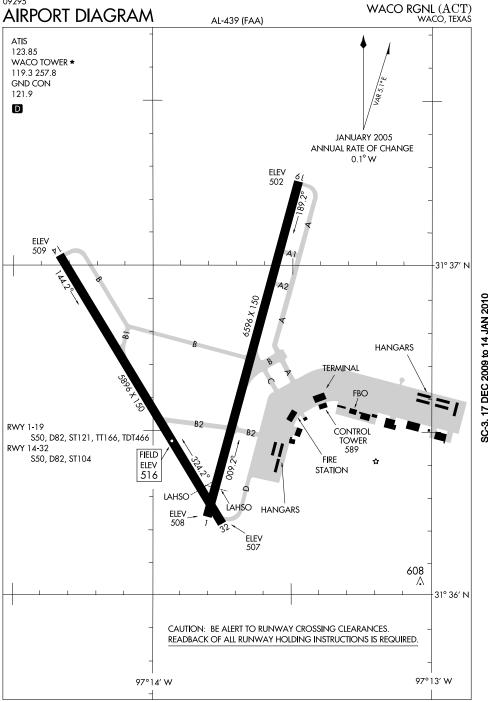
VICTORIA, TEXAS AL-438 (FAA) LOC/DME I-VCT Rwy Idg 9101 ILS or LOC RWY 12L APP CRS 115 111.5 **TDZE** 126° VICTORIA RGNL (VCT) Chan 52 Apt Elev 115 For inoperative MALSR, increase S-LOC 12L Cat D and E visibility MISSED APPROACH: Climb to 2100 77 to 1 mile and S-ILS Cat E visibility to 3/4 mile. VDP NA when using MALSR then left turn direct VCT VOR/DME and hold. (TACAN aircraft climb to 2100 via heading 120° and PSX Port Lavaca altimeter setting. For inoperative MALSR when using Port Lavaca altimeter setting, increase S-LOC 12L Cat E visibility to A NA VORTAC R-260 to GUDNY/14 DME 11/4 mile. When local altimeter setting not received, use Port Lavaca altimeter setting and increase DA 52 feet and all MDA 60 feet. and hold W, RT, 080° inbound.) HOUSTON CENTER VICTORIA TOWER ★ GND CON UNICOM 119,025 135.05 353.6 126.075 (CTAF) 0 257.95 122.7 120.525 239.25 ALTERNATE MISSED APCH FIX SAVC 25 MA I-VCT 306° -2200 *%* **FOSTER** 226 VC ::: 261 I-VCT 6.5 LOM/IAF -12°° **FOSTR** 226 VC ::: ... I-VCT 6.5 SC-5, 17 DEC 2009 to 14 JAN 2010 PALACIOS 2200 117.3 PSX :... 302° (1.4) Chan 120 VICTORIA 109.0 VCT **∷:=**• 2200 to LOM Chan 27 2760. 555 1182 [∧] 137.7) ۸ ۸⁴⁰⁷ LOCALIZER 111.5 <u>...</u> I-VCT 592 Chan 52 TACAN MISSED APCH FIX **∧** 587 **∧** 575 **GUDNY** PSX 14 **ELEV** 115 D 117.3 PSX .R-260 Chan 126° 4.7 NM - 260°···· 120 from FAF 1053 ± Λ LOM Remain 2100 VCT within 15 NM I-VCT 6.5 ZΙ **TDZE** 115 109.0 1672 2200 1260. 2.5 1.8 Use I-VCT DME when on 134 A the localizer course. 184 ¢Λ_(H) 1700 GS 3.00° 180 TCH 53 0.7 NM MIA N MIRL Rwy 17-35 CATEGORY В C Е REIL Rwy 17 and 35 S-ILS 12L 315-1/2 200 (200-1/2) HIRL Rwy 12L-30R 400-1/2 285 (300-1/2) 400-3/4 285 (300-3/4) S-LOC 12L FAF to MAP 4.7 NM 90 60 120 150 180 580-11/2 680-2 Knots 520-1 580-1 CIRCLING NA 3:08 405 (500-1) 465 (500-1) 465 (500-1½) 565 (600-2) Min:Sec 4:42 2:21 1:53 1:34

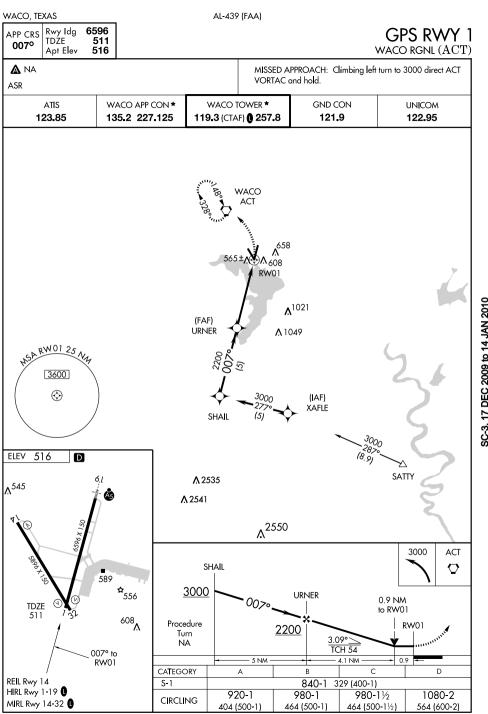
SC-5, 17 DEC 2009 to 14, IAN 2010

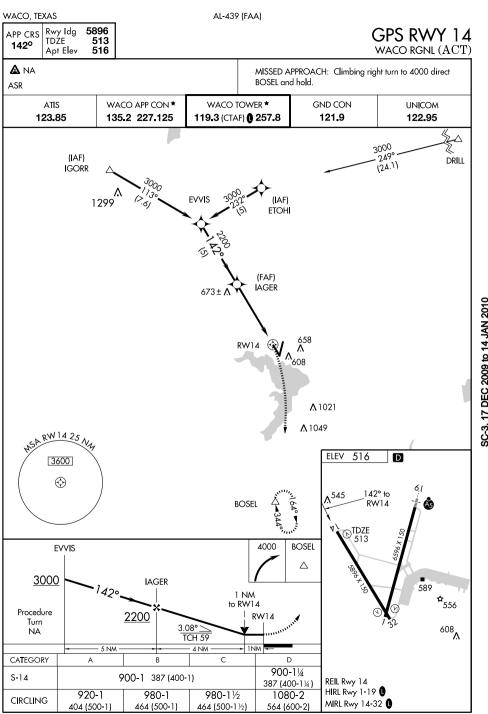


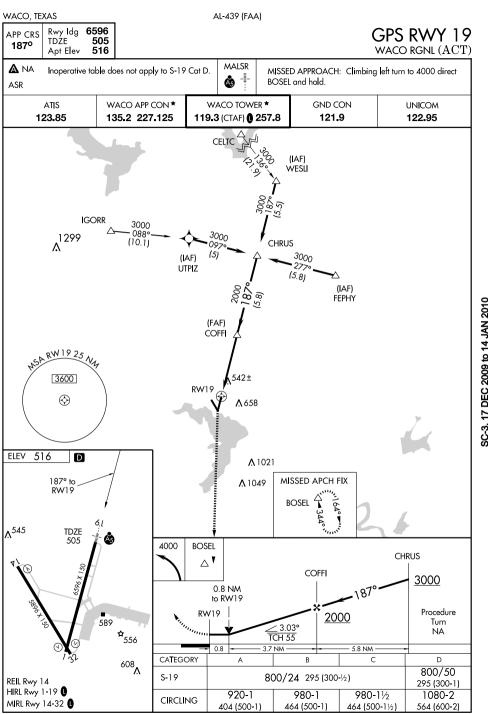


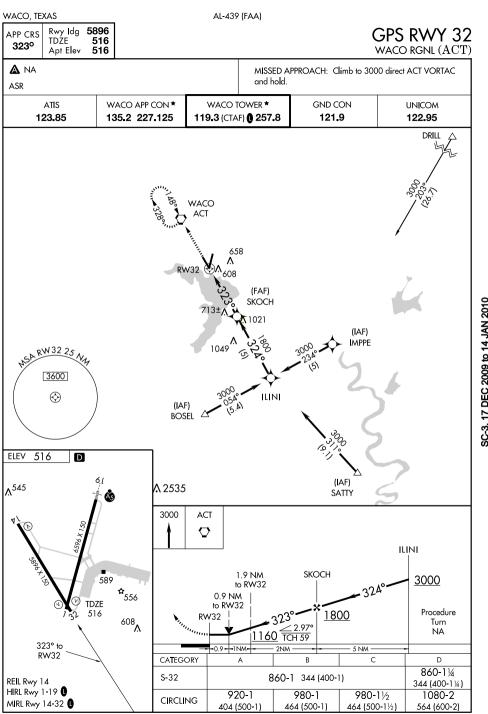


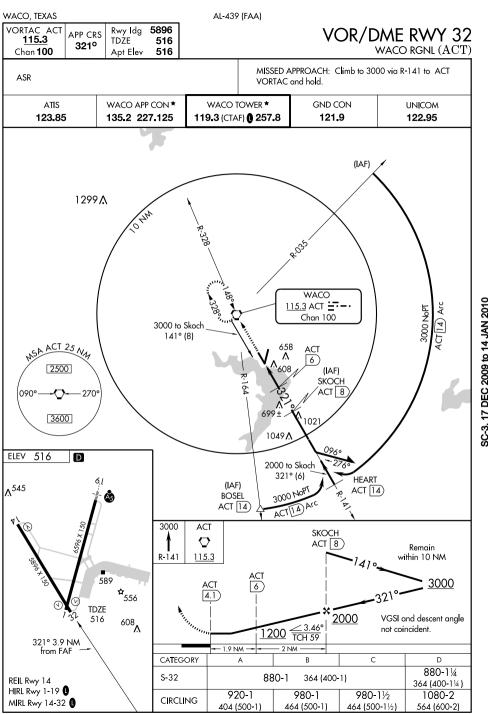


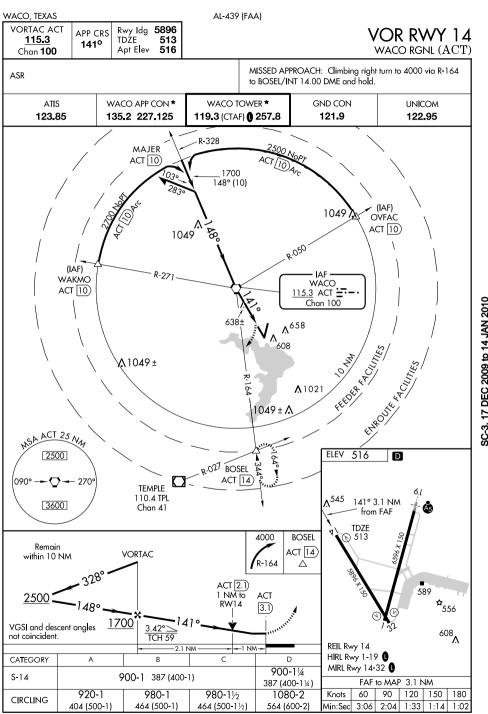


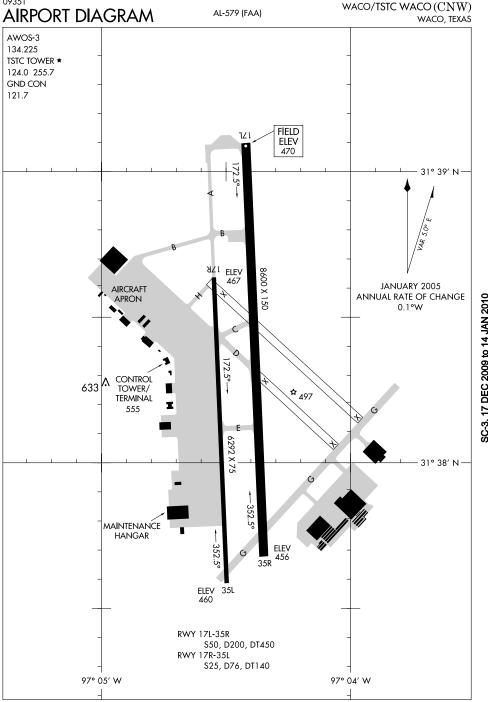


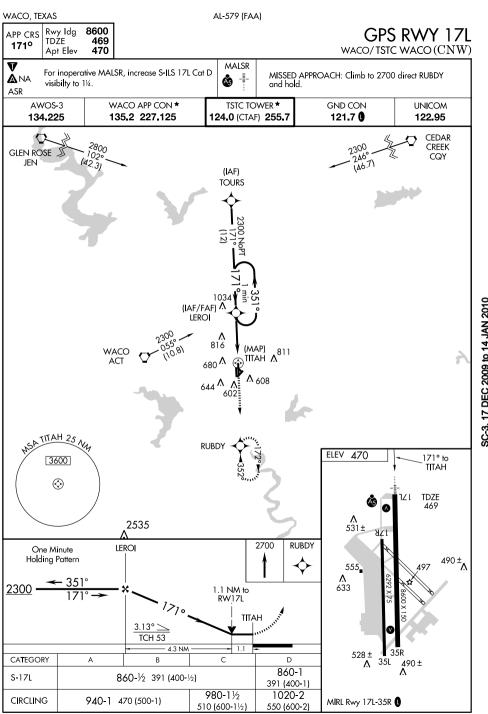


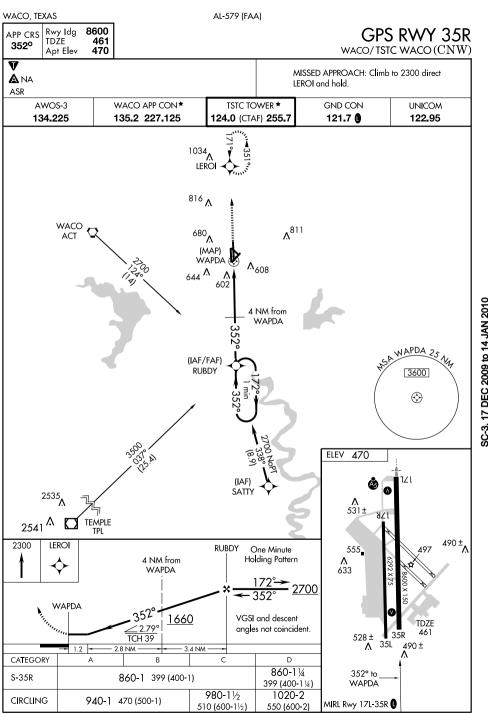


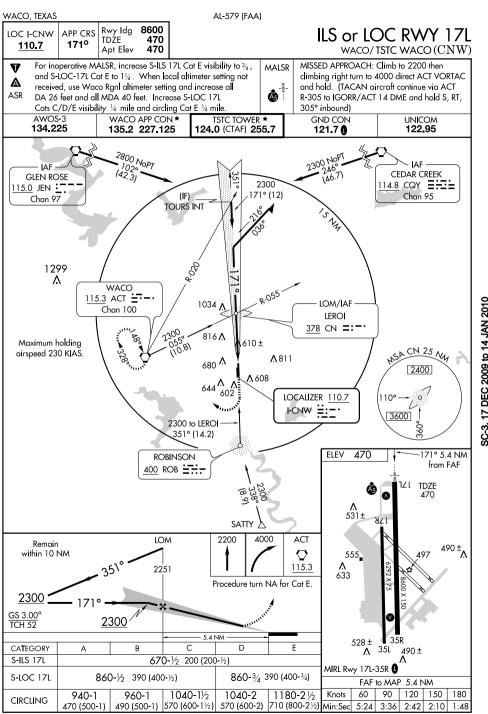


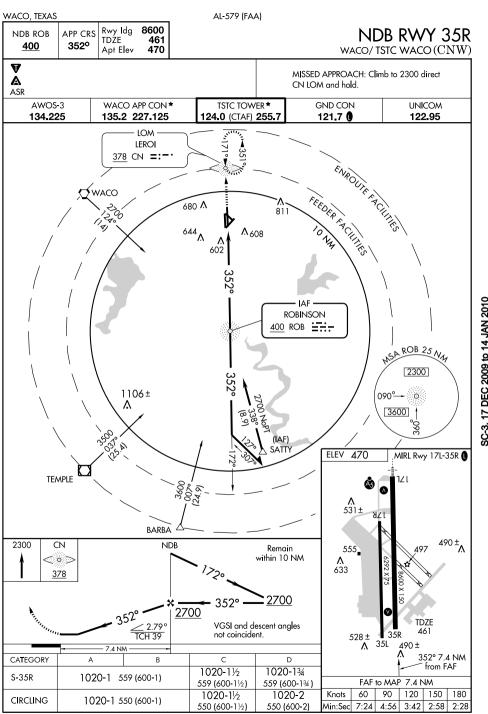




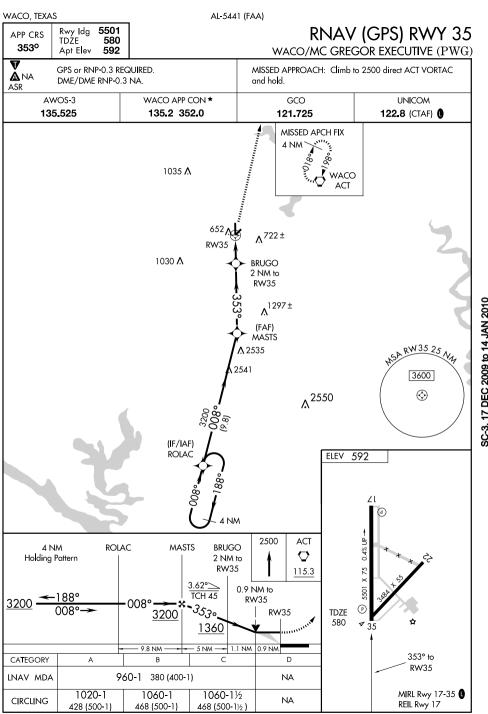


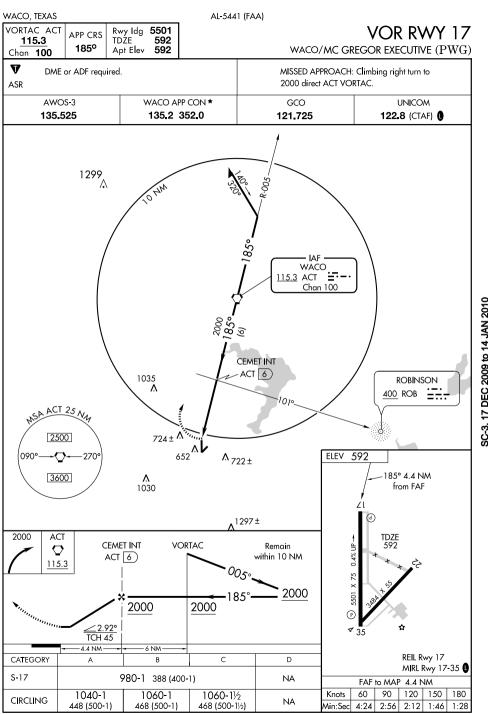


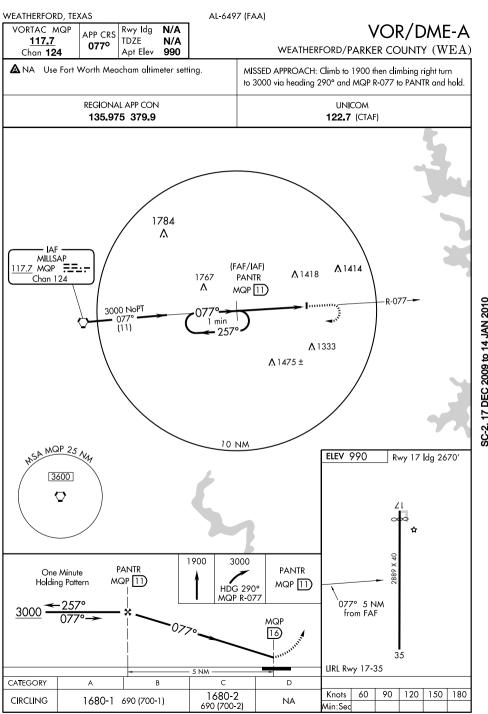




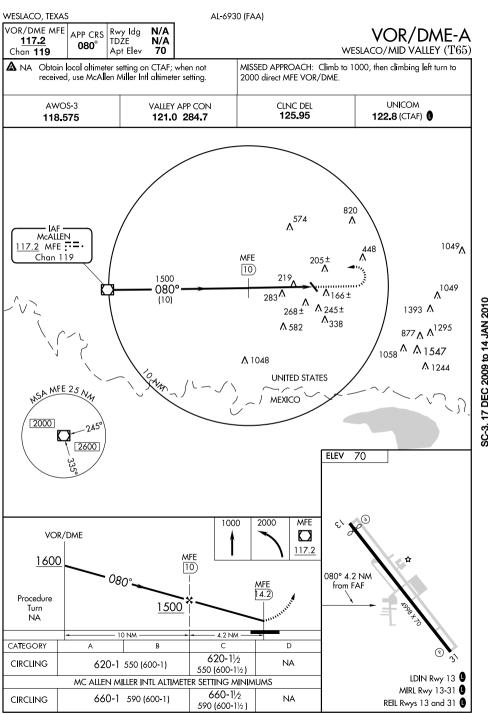
WACO, TEXAS AL-5441 (FAA) Rwy Idg 5501 RNAV (GPS) RWY 17 APP CRS TDŹE 592 173° WACO/MC GREGOR EXECUTIVE (PWG) Apt Elev 592 V GPS or RNP-0.3 REQUIRED. MISSED APPROACH: Climb to 1000 then climbing right turn **A** NA to 2500 direct ACT VORTAC and hold. DME/DME RNP-0.3 NA. ASR AWOS-3 WACO APP CON ★ GCO UNICOM 135.525 135.2 352.0 121.725 122.8 (CTAF) (4 NM (IF/IAF) WACO ACT SC-3, 17 DEC 2009 to 14, IAN 2010 (FAF) 1035 A BLDEE **∧**722 ± ¹⁰³⁰Λ SARW 17 25 Ny 3600 ELEV 592 1297± \bigcirc ۸ 173° to RW17 2535 TDZE Ζl 592 1000 2500 ACT \Diamond VORTAC 115.3 0.4% UP -BLDEE 2500 1.1 NM X 75 1980 to RW17 5501 RW17 Procedure 2000 Turn 3.00° > NA TCH 45 - 6.4 NM 3.2 NM -CATEGORY C D Α 980-1 388 (400-1) NA LNAV MDA MIRL Rwy 17-35 1020-1 1060-1 1060-11/2 **CIRCLING** NA REIL Rwy 17 428 (500-1) 468 (500-1) 468 (500-11/2)

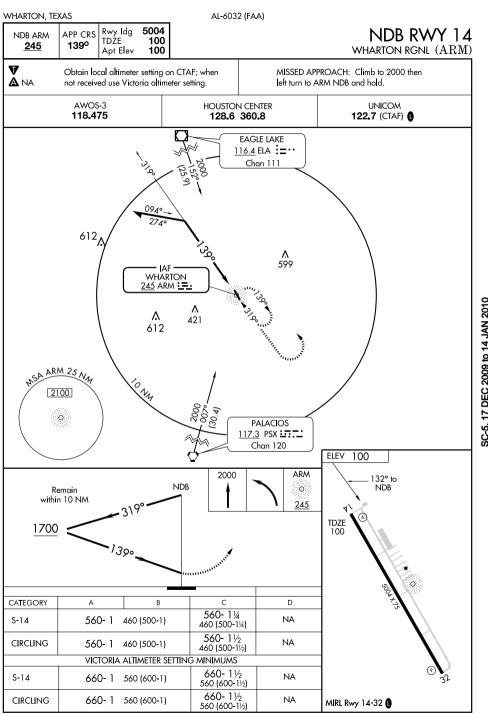


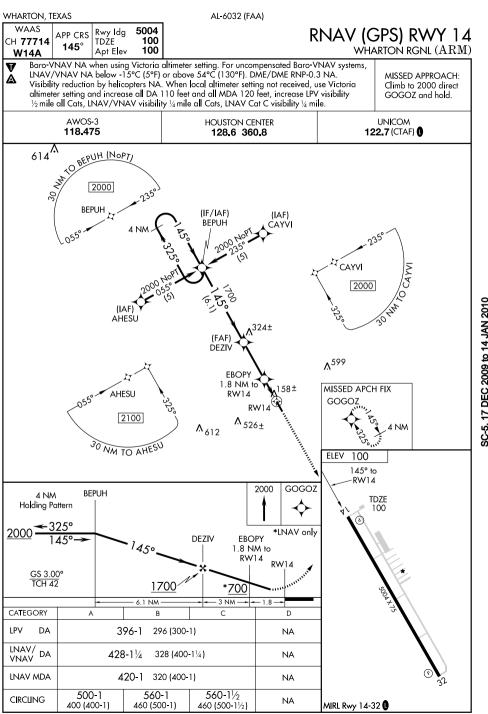


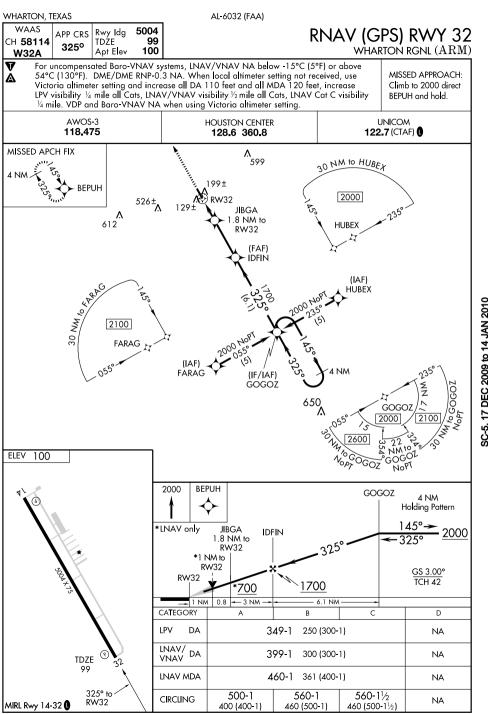


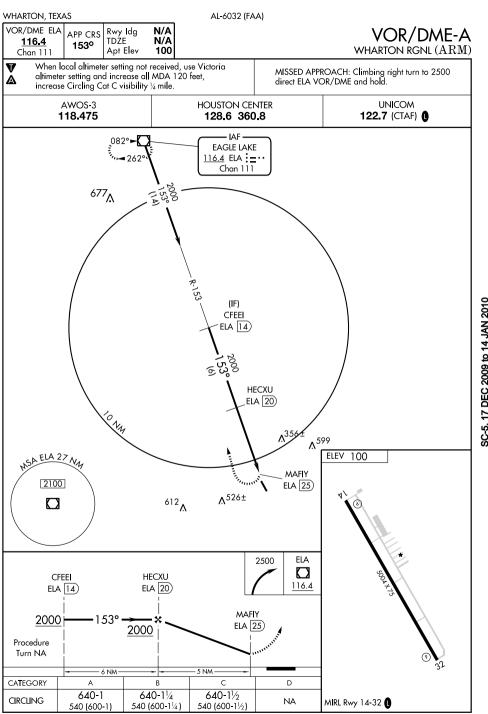
WESLACO, TEXAS AL-6930 (FAA) Rwy Idg 4828 GPS RWY 13 APP CRS TDŹE 70 134° WESLACO/MID VALLEY (T65)Apt Elev 70 **ODALS** MISSED APPROACH: Climb to 900, then climbing right Obtain local altimeter setting on CTAF; when not received, use McAllen Miller Intl altimeter setting. A NA turn to 2000 direct WODEE and hold. **(** AWOS-3 VALLEY APP CON CLNC DEL UNICOM 121.0 284.7 125.95 122.8 (CTAF) (118.575 45A RW13 25 1/4 HARG 2600 $\langle \! \rangle$ **FATOR** 2000 089° (IAF) (16)VODEE SC-3, 17 DEC 2009 to 14, IAN 2010 820 ۸⁵⁷⁴ 1049<mark></mark>^ (FAF) ECETE A 448 205 ± ۸ 219 RW13 283∧ ∧¹⁰⁴⁹ 268± **∧ 1** 1393 ⁵⁸²∧ $^{877}_{\Lambda} \Lambda^{1295}$ ¹⁰⁵⁸∧ ∧₁₅₄₇ ¹⁰⁴⁸ ∧ ELEV 70 ۸₁₂₄₄ 134° to **RW13** 900 2000 WODEE One Minute Holding Pattern WODEE **ECETE** 2000 TDZE 70 134% **RW13** 1300 1340 5 NM 4 NM CATEGORY C D S-13 440-1 370 (400-1) NA 620-11/2 CIRCLING 620-1 550 (600-1) NA 550 (600-11/2) MC ALLEN MILLER INTL ALTIMETER SETTING MINIMUMS 480-11/4 S-13 480-1 410 (500-1) NA LDIN Rwy 13 0 410 (500-11/4) MIRL Rwy 13-31 1 660-11/2 CIRCLING 660-1 590 (600-1) NA REIL Rwys 13 and 31 590 (600-11/2)

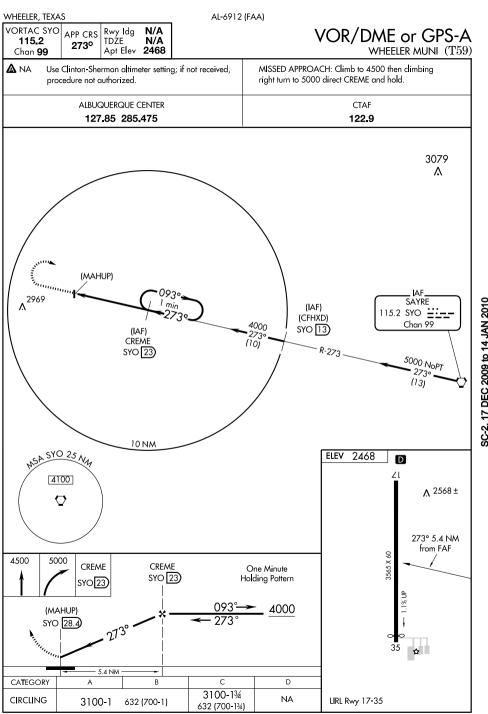


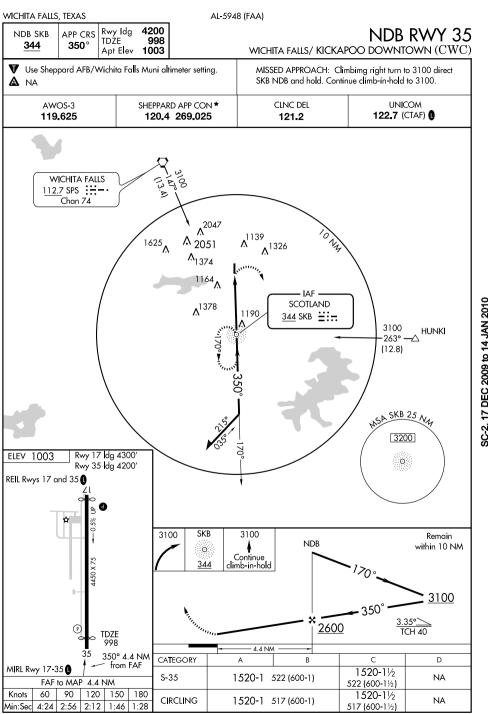


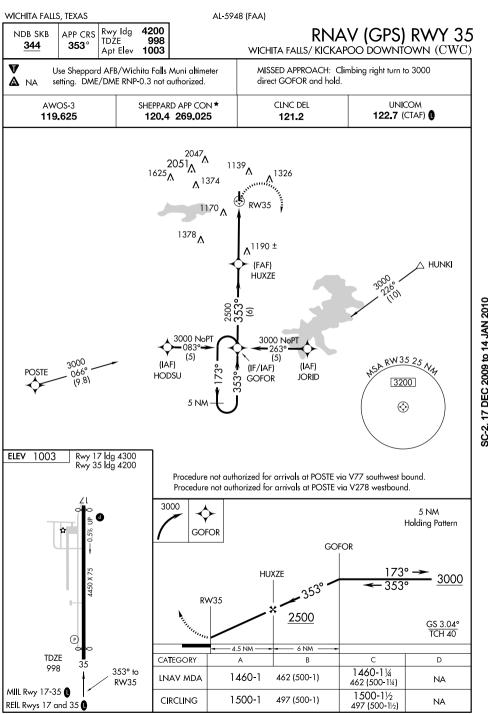


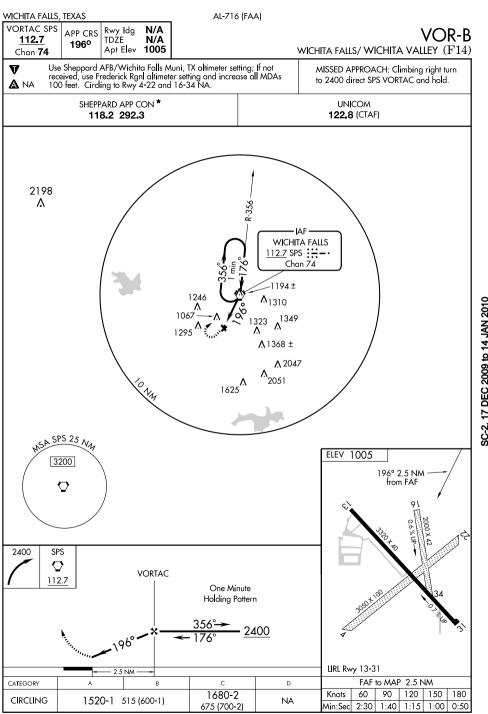


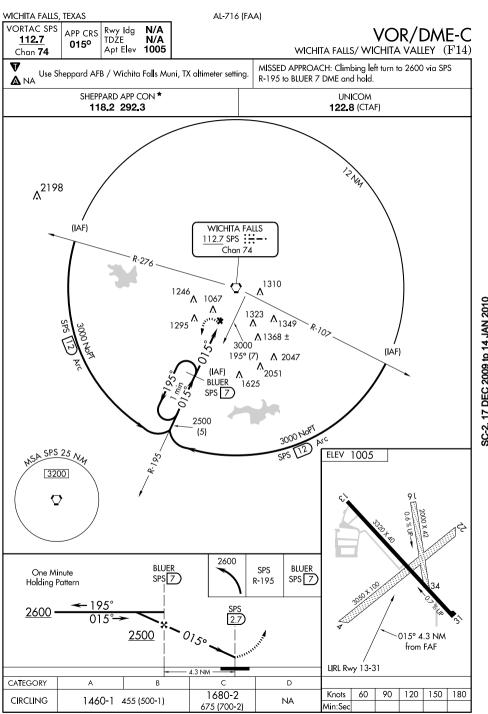


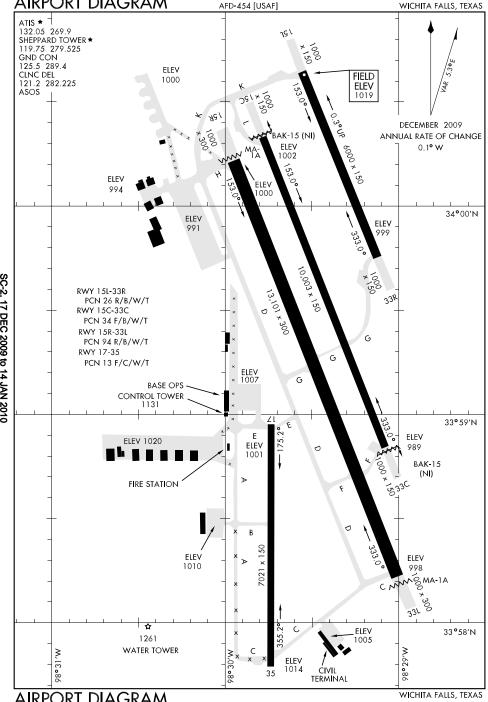


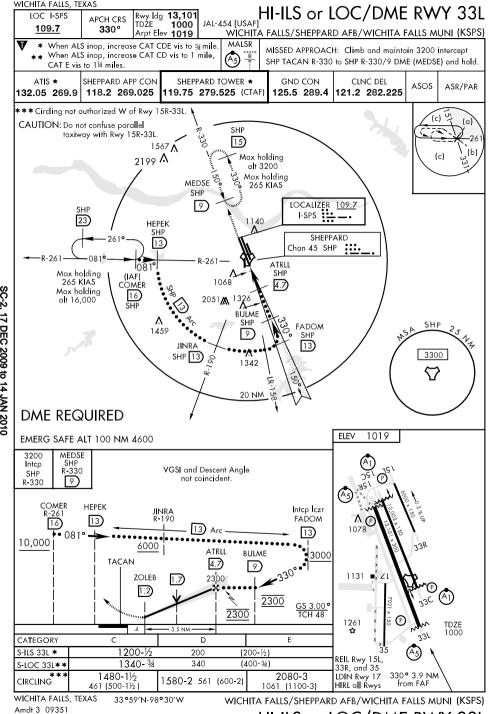


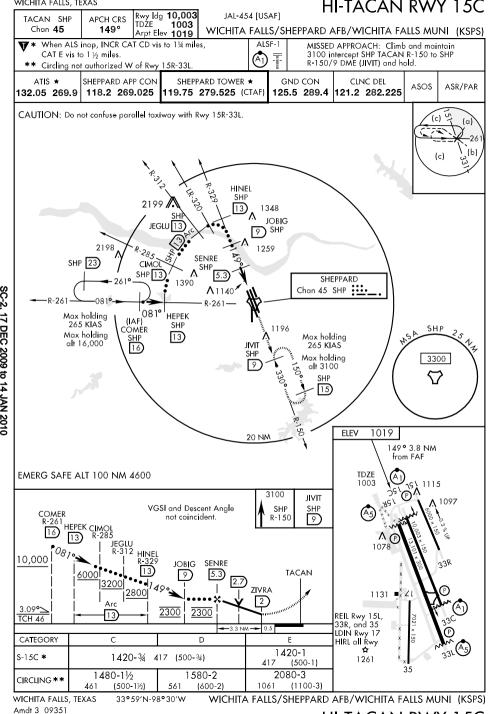






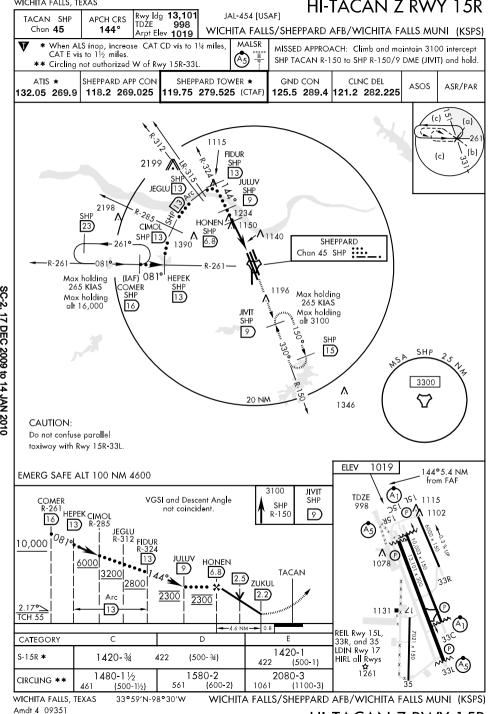


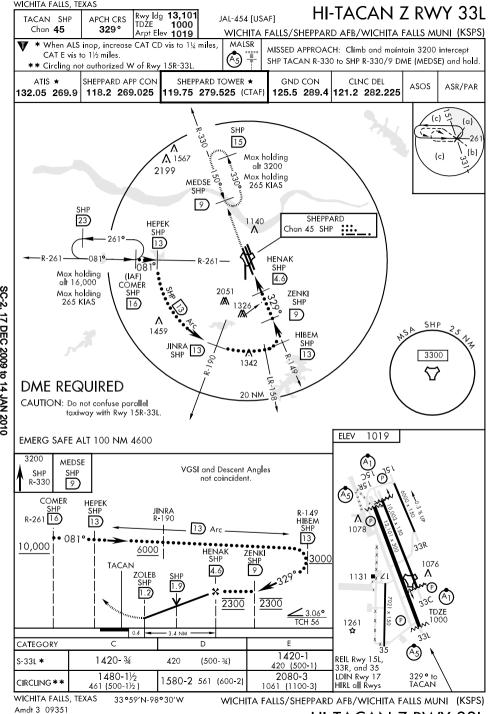


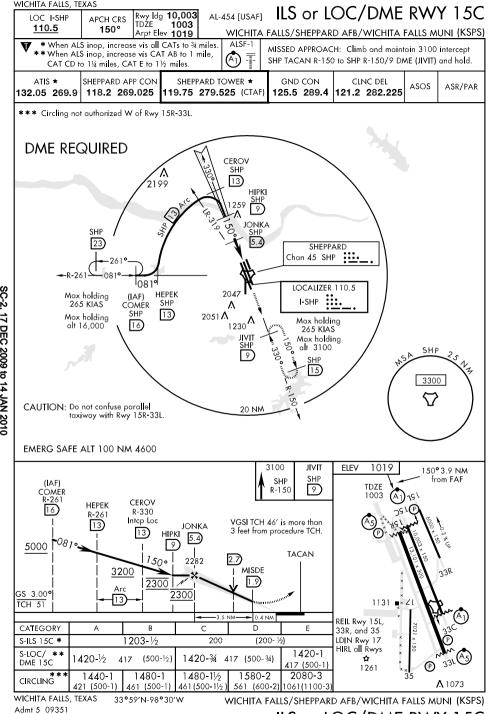


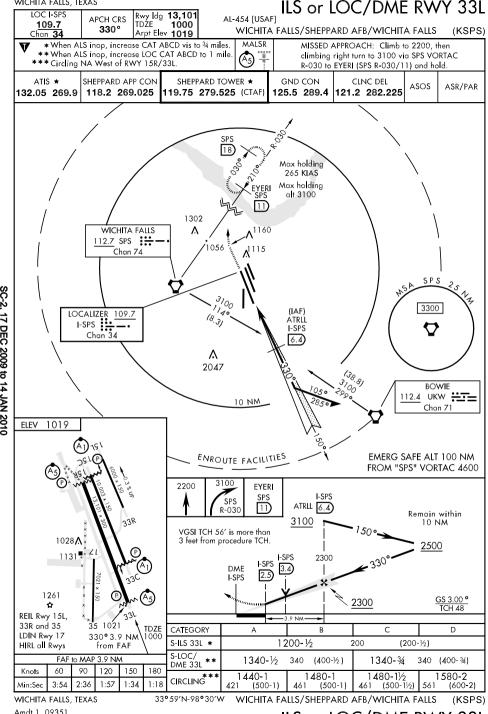
WICHITA FALLS, TEXAS HI-TACAN RWY 33C Rwy Idg 10,003 JAL-454 [USAF] TACAN SHP APCH CRS 326° Chan 45 Arpt Elev 1019 WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS) ALSF-1 * When ALS inop, increase CAT C vis to 1 mile, MISSED APPROACH: Climb and maintain 3200 intercept CAT DE vis to 11/4 miles. (A) SHP TACAN R-330 to SHP R-330/9 DME (MEDSE) and hold. ** Circling not authorized W of Rwy 15R-33L ATIS ★ SHEPPARD APP CON SHEPPARD TOWER ★ GND CON CLNC DEL ASOS ASR/PAR 132.05 269.9 118.2 269.025 119.75 279.525 (CTAF) 125.5 289.4 121.2 282.225 CAUTION: Do not confuse parallel taxiway (c) with Rwy 15R-33L. SHP 15) (b) (c) Max holdina 2199 265 KIAS Max holding MEDSE alt 3200 SHP SHF 9) 1210 23) 1140 HEPEK ۸ SHP SHEPPARD 13 Chan 45 SHP R-261 R-261 081 ZIMAS Max holding SHP (IAF) 265 KIAS 5 COMER 2047 **/**\ Max holding SHP WIKEK SHP 2051 \Lambda alt 16,000 16 **^** 9 ZIPUP SHP JINRA 13 SHP 13 SHP 3300 20 NM EMERG SAFE ALT 100 NM 4600 3200 MEDSE SHP VGSI and descent **ELEV** 1019 SHP REIL Rwy 15L, angles not coincident. R-330 9 33R, and 35 LDIN Rwy 17 HIRL all Rwys COMER R-261 JINRA **HEPEK** R-190 16) ZIPUP 13 13 R-146 13 13) 10,000 6000 ZIMAS WIKEK 3000 $\lfloor 5 \rangle$ TACAN KUPRE 1.2 2300 2300 1131 **■**x ∠L TDZE <u>∠2.46°</u> TCH 48 4.3 NM Е C D CATEGORY 1261 326°4.8 NM from FAF 331 S-33C * 1360-34 371 (400-34) 1480-11/2 1580 - 22080-3 CIRCLING ** 1073 561 (500-11/2) (600-2)1061 (1100-3)461 WICHITA FALLS, TEXAS WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI 33°59′N-98°30′W (KSPS) Amdt 3 09351

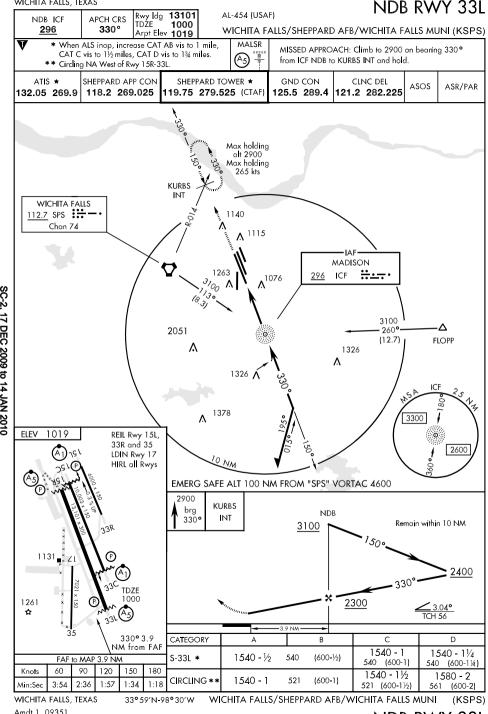
SC-2, 17 DEC 2009 to 14 JAN 2010

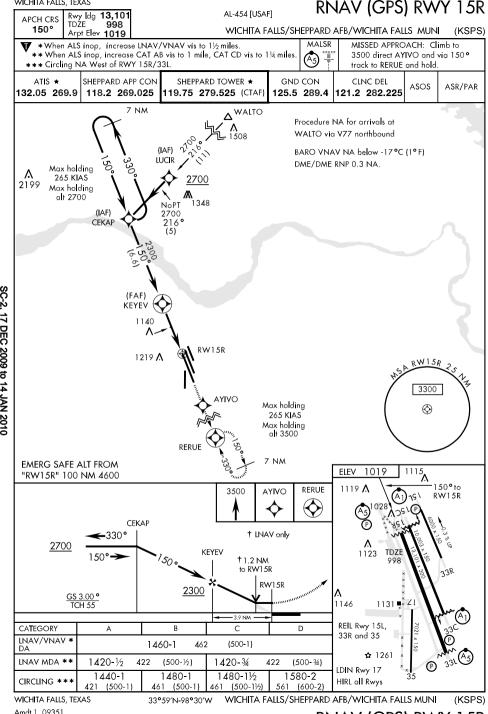


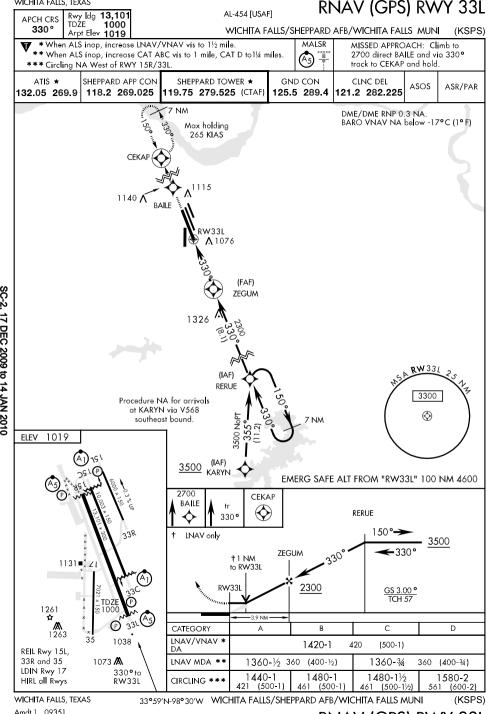


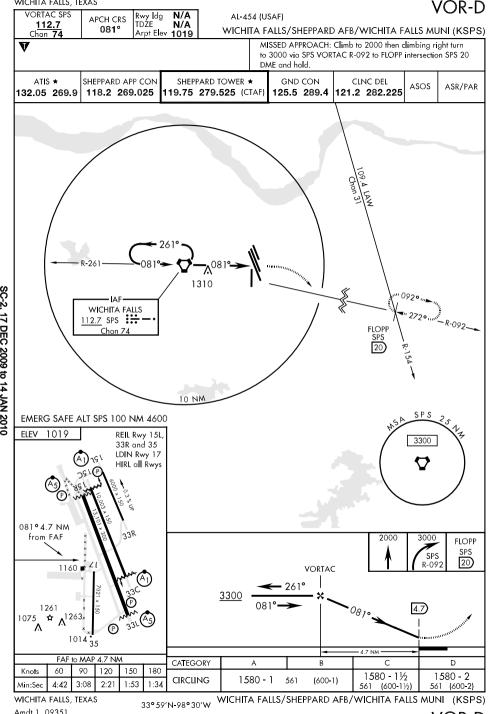


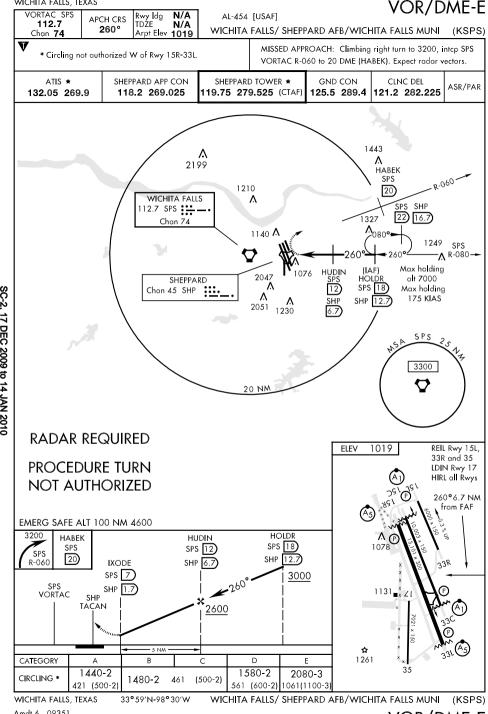








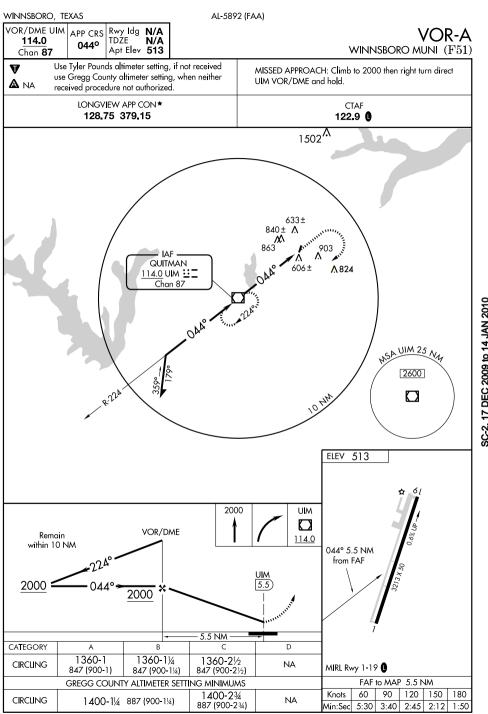


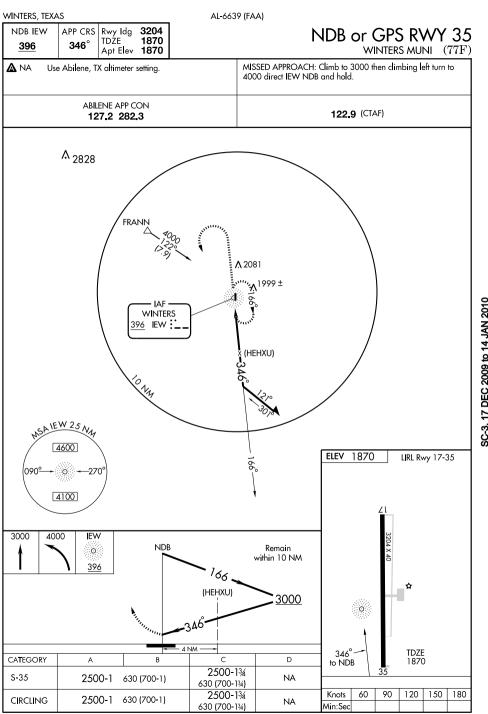


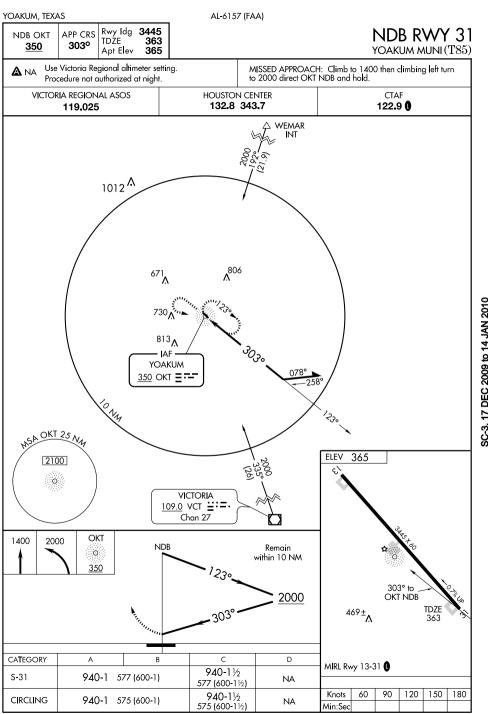
WINK, TEXAS AL-461 (FAA) 5003 Rwy Idg RNAV (GPS) RWY 13 APP CRS 2822 TDŹE 132° WINK/WINKLER COUNTY 2822 Apt Elev DME/DME RNP-0.3 NA. When local altimeter setting not received, V MISSED APPROACH: Climb to 5000 direct use Pecos altimeter setting and increase all MDA 100 feet and LNAV BORTY and hold. A Cat C visibility ¼ mile. VDP NA when using Pecos altimeter setting. ASOS FORT WORTH CENTER UNICOM 118,325 133.1 298.95 123.0 (CTAF) 0 (IAF) 3374 (IF/IAF) BĖNNA OR LO ALL AHÁSS BENNA 5000 AHASS 5400 4 (FAF) ÁFBÚL (IAF) SC-3, 17 DEC 2009 to 14, IAN 2010 ALUBE CITAT 2 NM to RW13 **∆**3144 ALUBE **RW13** 5000 30 NM to ALUBE 2822 **ELEV** 132° to RW13 2822 5000 **BORTY** 5 NM **AHASS** Holding Pattern **AFBUL** CITAT 2 NM to 5000 RW13 1 NM to RW13 4600 3.04° RW13 VGSI and descent 3500 angles not coincident. -6.1 NM-3.4 NM 1 NM CATEGORY Α C 3160-1 338 (400-1) NA LNAV MDA 3280-1 3300-1 3300-11/2 MIRL Rwys 4-22 and 13-31 **CIRCLING** NΑ 458 (500-1) 478 (500-1) 478 (500-11/2)

WINK, TEXAS AL-461 (FAA) Rwy Idg 5003 RNAV (GPS) RWY 31 APP CRS 2818 TDŹE 312° WINK/WINKLER COUNTY (INK) Apt Elev 2822 DME/DME RNP-0.3 NA. When local altimeter setting not received, V MISSED APPROACH: Climb to 5000 direct use Pecos altimeter setting and increase all MDA 100 feet and LNAV AHASS and hold. A Cat C visibility ¼ mile. VDP NA when using Pecos altimeter setting. ASOS FORT WORTH CENTER UNICOM 118,325 133.1 298.95 123.0 (CTAF) (4490 30 MM to CETIM 5500 MM to CETIM 5000 CETIM **N**AME AND A STATE OF THE STATE 30 NM to 80H **∆**3144 SC-3, 17 DEC 2009 to 14, IAN 2010 5000 ۸ ₃₂₆₇ BOWKO II RW31 CEXON 2 NM to RW31 30 NM to BOTT (FAF) (IAF) CETIM AFITY 2822 **ELEV** 5 NM (IAF) (IF/IAF) BORTY BOWKO 5000 AHASS 5 NM BORTY Holding Pattern **AFITY** 133° CEXON 5000 2 NM to **RW31** 4500 1 NM to RW31 RW31 3620 TDZE 2818 3.59° TCH 45 312° to 1 NM 1 NM -3.1 NM -6.1 NM-RW31 C D CATEGORY 3240-11/4 LNAV MDA 3240-1 422 (500-1) NA 422 (500-11/4) 3280-1 3300-1 3300-11/2 MIRL Rwys 4-22 and 13-31 **CIRCLING** NΑ 458 (500-1) 478 (500-1) 478 (500-11/2)

WINK, TEXAS AL-461 (FAA) VORTAC INK 5003 Rwy Ida VOR RWY 13 APP CRS TDŹE 2822 112.1 150° Apt Elev 2822 WINK/WINKLER COUNTY (INK) Chan **58** When local altimeter setting not received, use Pecos altimeter setting and increase MISSED APPROACH: Climb to all MDAs 100 feet and Cat C visibility ¼ mile and increase DSHRT fix: all MDA 100 3500 then climbing right turn to Δ feet and S-13 Cat C visibility 1/4 mile. VDP NA when using Pecos altimeter setting 5000 direct INK VORTAC and hold. ASOS FORT WORTH CENTER UNICOM 118.325 133.1 298.95 123.0 (CTAF) 0 3464 ^\ ·IAF WINK 112.1 INK **∷**: SC-3, 17 DEC 2009 to 14 JAN 2010 **DSHRT** INK 3.9 SA INK 25 NA ^3144 2904± 5500 ^3267 Λ₂₉₂₄ Λ₃₂₀₇ 10 NM 2822 **ELEV** 150° 5.8 NM from FAF * 3440 when 3500 5000 INK Remain using Pecos TDZE within 10 NM VORTAC \bigcirc altimeter setting. 2822 112.1 DSHRT. INK 3.9 5000 50° 1 NM to RW13 INK 4.8) 4700 INK 5.8) VGSI and descent 2.99°≤ 3340 angles not coincident. TCH 40 3.9 NM 0.9 1 NM CATEGORY D 3340-11/2 S-13 3340-1 518 (600-1) NA 518 (600-11/2) 3340-11/2 **CIRCLING** 3340-1 518 (600-1) NA 518 (600-11/2) MIRL Rwys 4-22 and 13-31 DSHRT FIX MINIMUMS FAF to MAP 5.8 NM S-13 3160-1 338 (400-1) NA 90 120 150 180 3280-1 Knots 3300-1 3300-11/2 CIRCLING NA 478 (500-1½) <u>458 (5</u>00-1) 5:48 3:52 2:54 2:19 1:56 478 (500-1) Min:Sec







YOAKUM, TEXAS AL-6157 (FAA) 3445 Rwy Idg RNAV (GPS) RWY 31 APP CRS TDŹE 363 308° Apt Elev 365 YOAKUM MUNI (T85) MISSED APPROACH: Climb to 1000 then climbing right turn A NA Use Victoria Regional altimeter setting. Procedure not authorized at night. DME/DME RNP-0.3 NA. to 2000 direct FOSAL and hold. VICTORIA REGIONAL ASOS HOUSTON CENTER CTAF 122.9 0 119.025 132.8 343.7 WEMAR INT 806 RW31 (FAF) COLIR SC-3, 17 DEC 2009 to 14 JAN 2010 (IAF) FOSAL (IF) COGAL (IAF) CAPVO SA RW31 25 M ELEV 365 2200 \bigcirc VICTORIA VCT 1000 2000 **FOSAL** COLIR COGAL 2000 RW31 308° 308° 2000 Procedure Turn 3.04° TCH 45 NA ^{469±}∧ TDZE 363 5 NM 6 NM -CATEGORY C D Α 308° to 840-11/4 **RW31** LNAV MDA 840-1 477 (500-1) NA 477 (500-11/4) 920-11/2 CIRCLING 920-1 555 (600-1) NA MIRL Rwy 13-31 555 (600-11/2)